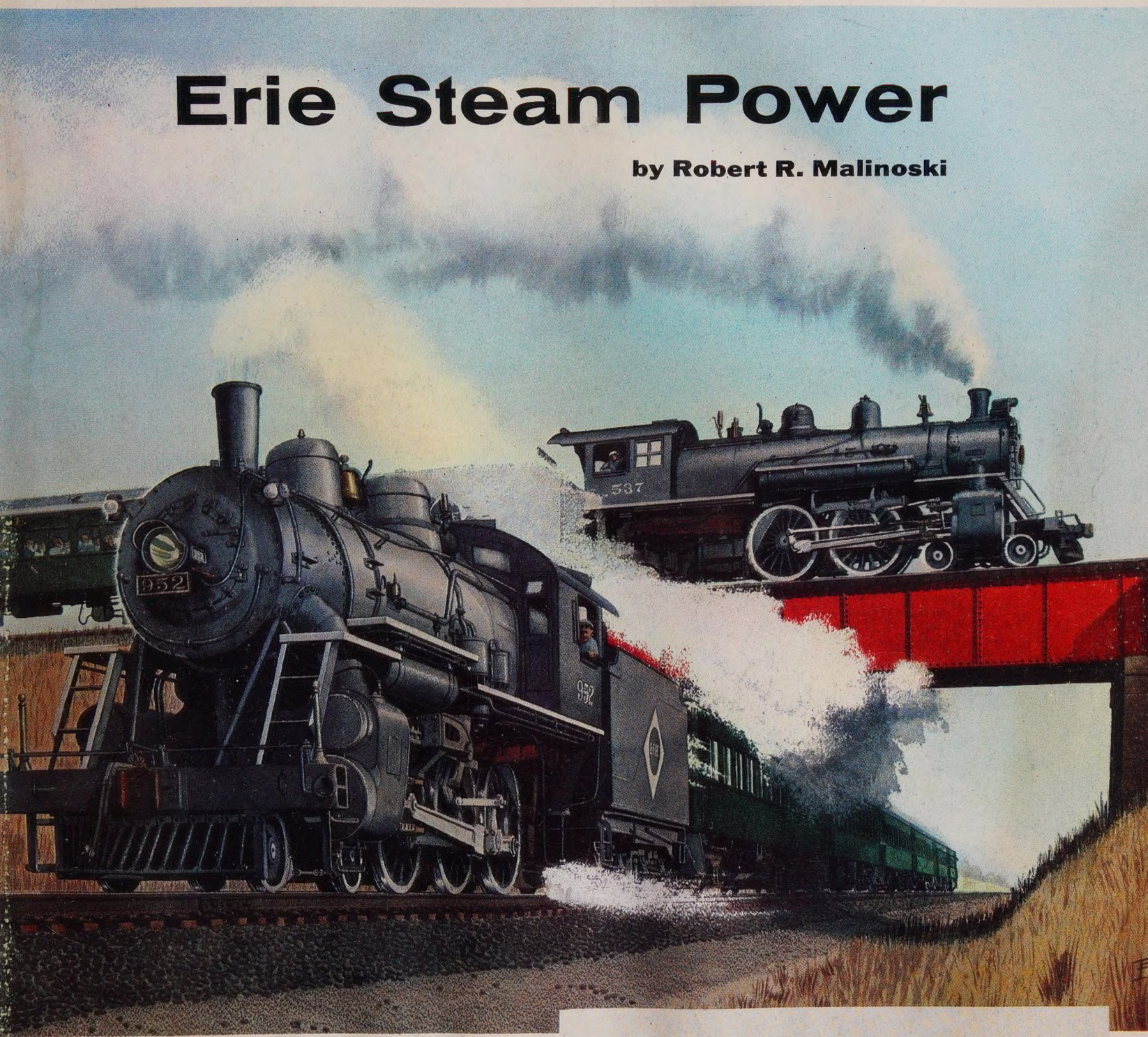
RAILROAD

JUNE, 1967 MAGAZINE 50¢

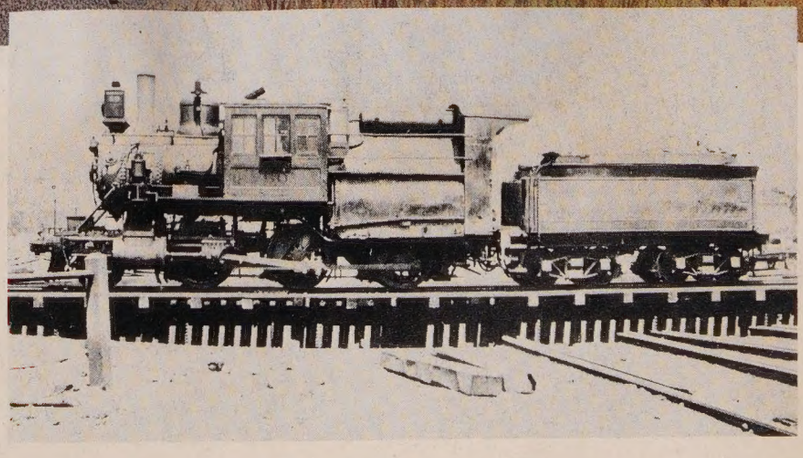
Erie Steam Power

by Robert R. Malinoski



THE NELSON BLOUNT SUCCESS STORY

by Ron Ziel



You Schedule the Orders while Your Servicemen Bring You $18 an hour gross profit

Yes, that is your hourly gross profit from the work of only three servicemen . . . at "national-price-guide" rates. And this is much easier to do than you think. We show you how . . . step by step. Duraclean dealers find it is easy to gross $6 per hour on EACH serviceman plus $9 per hour on any service they themselves render. Your income is limited only by the number of servicemen you employ. The 24 page illustrated booklet we'll mail you (with no obligation) explains how most of your gross profit becomes a **clear net profit** to you.

Start while Continuing Present Job

We furnish all the equipment . . . and help finance you

If you've wanted to BE YOUR OWN BOSS . . . to become financially independent . . . have a fast growing income . . . and own a Nationally Advertised business, now YOU CAN.

You can stay at your present job while your customer list grows . . . then switch to full time, lining up jobs for your servicemen to do.

One small job a day brings a good starting income. As you add full or part-time servicemen, your income is limited only by your own effort.

Dealers operate from a shop, office, or their home. Equipment is portable...the electric Foam-ovator converts to a convenient carrying case.

At the start, you may want to render service yourself . . . or you can start out with servicemen. This business is easy to learn . . . easy to start . . . so easy to service that women dealers often do it. We prefer you have no experience . . . not have to "unlearn" old methods.

We are NOW enlarging this worldwide system of individually-owned service businesses. If you are reliable, honest and willing to work to become financially independent, we invite you to mail the coupon.

It's Easier than You Think to Start Your Own Business

When you receive our illustrated booklet, you will see the way we show you **step by step** how to quickly get customers . . . how to steadily build more customers from their recommendations.

All six services are rendered "on location" in homes, offices, hotels, theaters, churches, clubs, motels and institutions.

These superior, safer and convenient methods spread Duraclean dealerships throughout North and South America, Africa, Portugal, England, Israel, Norway and many other countries.

National Magazine advertising explains the superior merits of **your** services, builds **your** customer confidence and brings job leads to **you.**

We and a Duraclean dealer will train you and assist you. He'll reveal his successful, proven methods. We show you all you need to know.

You have pre-tested newspaper and yellow-page ads, commercials, and a full mailing program.

Furnishings stores, insurance adjustors, and decorators refer jobs to our dealers. These year 'round services are in constant demand.

TODAY is the time to reserve a Duraclean dealership . . . **before** someone takes your location.

Start Small, Grow Big . . . in this Booming Business

Many men have said to us, "I can't afford to give up my job till I know I have a sure thing . . . a sound business that will provide both security and a better living for my family."

That made sense to us so we worked out such a plan . . . and those same men are now enjoying Duraclean dealerships in many communities. You don't experiment. You use **tested, proven** methods. **You have our backing and "know how."**

Does this appeal to you? Don't decide now. Mail the coupon so you'll have the facts to decide wisely. There is no obligation whatsoever. You will then know whether this is what you want.

You can start small and grow big just as we did. A third of a century ago Duraclean was an idea . . . but it caught fire and spread rapidly to a world-wide service. It spread because it was based upon (1) **superior processes** and (2) **proven customer-getting methods.**

Our first service, the care of carpets and upholstery, exemplifies these superiorities. It not only cleans; it enlivens the fibers . . . revives dull colors. Pile rises with **new life.** Furnishings are used again in a few hours.

There's no machine scrubbing. No soaking. Duraclean cleans by absorption. Mild aerated foam lightly applied, lifts out dirt, grease and many unsightly spots like magic.

Government figures show service businesses growing faster than industries and stores . . . $750 million yearly potential just in rug and furniture cleaning. You have **5 other services.**

Space here will not permit describing your other services but they are fully explained in the free booklet we'll mail you. You have six opportunities for profit on every job.

A few hundred dollars establishes YOUR OWN business. A day's profit more than takes care of the monthly payments we finance for you.

Men frequently take in partners.

We furnish electric equipment and enough materials to **return your TOTAL investment.** If you have good habits and know the importance of customer satisfaction, you can likely qualify for a Duraclean dealership.

It's been said, "Opportunity knocks but once at every man's door." This could be that one rare opportunity in **your life.**

It is surprisingly easy to learn this business. You can decide from the information we will send you whether to apply for a dealership. So, with no obligation whatever, mail the coupon TODAY.

Own a Nationally Advertised Business

Your Services Are Commended by McCall's Magazine, American Research & Testing Laboratories and by leading Carpet Mills & Furniture Makers

What Dealers Say:

Gerald Weihrauch: "Insurance job brought me $205.70 in single day. Another, $300".

Leo Barnett: "I started spare time and took in $140 in one night after supper. Now, full time, I can make as much in a week as I used to make in a month working for others".

Willis Tatro: "After two years of good profits we sold our business for five times the cost".

Arlin Rae: "I have work scheduled for three weeks in advance. I averaged $122 a day for the last ten days".

Blanche Blood: "Duraclean brought me security and an education for my daughters. We've done as much as $3,000 on a single job".

Loren Farris: "Did the carpeting in a furniture store in less than 3 days for $400. Now get all their customer business".

Robert Wheeler: "The professional quality of Duraclean Service has earned the respect of carpet dealers and wholesalers. I've earned $117.50 in an eight hour day".

Wilmer Suders, Jr.: "Building steadily. Last month grossed $2,012. One job came to $752".

John Szymanski: "Making 50% more than on any job I ever had. I've earned as high as $1,300 in a single week, as much as $2,700 on one job".

Ernest Shulda: "I never knew a company as eager as Duraclean to help their franchisees succeed".

R. Geisman: "Using the direct mail program we sold 10% on actual jobs. We also get a lot of referrals from happy customers".

Jerry Baker: "I don't know of any other business in which a man can make as much per hour".

Walter Parsons: "It would take a man years to build up the fame he gets automatically with the Duraclean name. It's a household word".

Resale Service

If, because of illness, moving or for any reason a dealer wants to sell, we maintain a service to locate buyers and to help him sell.

Dealerships resell at up to 10 times the dealer's cost. R.D.K., after 5 months, sold for $2,000 above his cost. L.L., after 30 months, got $7,116, more than he had paid. The **value** of your dealership and franchise **grows monthly.**

FREE BOOKLET tells how to start Your Own Business

With no obligation, we'll mail you a letter and 24 page booklet explaining this business . . . how and why your income grows . . . how we help finance you.

Then decide if this opportunity fulfills your dream of independence and a much **bigger income.**

Your location could be taken tomorrow . . . **so mail coupon today.**

Find Out with NO OBLIGATION

Mail this coupon TODAY

It may put you in business

Duraclean Co. 7-705, **Duraclean Bldg., Deerfield, Ill. 60015**

With no obligation mail letter with 24 page illustrated booklet explaining how I can increase my income and family security with a Duraclean Dealership.

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Address_____

City_____ State_____ Zip_____

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Dozens of new careers are open to you with I.C.S. training. Oldest, largest correspondence institution. 7,500,000 students since 1890. Learn facts, theories, practical applications. Instructors guide you, answer your questions. Illustrated texts, written by authorities, yours to keep. Famed I.C.S. diploma to graduates. Convenient payment plan. Take charge of your future now. Send coupon for three FREE booklets.

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Legal Accounting
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Practical Accounting
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Starting & Managing a Small Bookkeeping Service

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Architecture
Building Contractor
Building Estimator
Building Inspector
Building Maintenance
Carpenter-Builder
Carpentry & Millwork
House Planning & Interior Design
Mason Painting Contractor
Reading Arch. Blueprints
Review in Arch. Design & Practice
Review of Mech. Systems in Buildings

ART
Amateur Artist
Commercial Art
Commercial Cartooning
Illustrating with Options:
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—Advertising Layout
—Illustration
Interior Decorating
Oil Painting for Pleasure
Show Card & Sign Production
Show Card Writing
Sign Painting & Designing
Sketching & Painting

AUTOMOTIVE
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Automobile Body Rebuilding & Refinishing
Automobile Electrical Tech'n
Automobile Engine Tune-Up
Automobile Technician
Automotive Mechanic
Diesel-Gas Motor Vehicle Engines

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Business Administration
Canadian Business Courses
COBOL Programming
Condensed Business Practice
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Industrial Psychology
Magazine & Newspaper Advertising
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Marketing
Marketing Management
Marketing Research
Modern Executive Management
Office Automation
Office Management
Production Management
Programming for Digital Computers
Programming the IBM 1401 Computer
Programming the IBM SYSTEM/360 Computer
Purchasing Agent
Retail & Local Advertising
Retail Business Management
Retail Merchandising
Retail Selling
Systems and Procedures Analysis

CHEMICAL
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Chemical Engineering
Chemical Engineering Unit Operations
Chemical Laboratory Tech.
Chemical Process Operator
Elements of Nuclear Energy
General Chemistry
Instrumental Laboratory Analysis

CIVIL ENGINEERING
Civil Engineering
Construction Engineering Technology
Highway Engineering Tech.
Principles of Surveying
Reading Highway Blueprints
Reading Structural Blueprints
Sanitary Eng'r'g Technology
Sewage Plant Operator
Structural Engineering Tech.
Surveying and Mapping
Water Works Operator

COLLEGE-LEVEL
Calculus Economics History

DRAFTING
Aircraft Drafting
Architectural Drafting
Design Drafting
Drafting Technology
Electrical Drafting
Electrical Engineering Drafting
Electronic Drafting
Introductory Mechanical Drafting
Mechanical Drafting
Pressure-Vessel and Tank Print Reading
Sheet Metal Layout for Air Conditioning
Structural Drafting

ELECTRICAL
Electric Motor Repairman
Electrical Appliance Servicing
Electrical Contractor
Electrical Engineering (Power option or Electronic option)
Electrical Engineering Tech.
Electrical Instrument Tech.
Industrial Electrical Tech.
Power Line Design and Const.
Power Plant Operator (Hydro or Steam option)
Practical Electrician
Practical Lineman
Reading Electrical Blueprints

ENGINEERING (Professional Refresher Courses)
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Engineer-in-Training
Industrial Mechanical

ENGLISH AND WRITING
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Free Lance Writing for Fun & Profit
Introductory Technical Writing
Modern Letter Writing
Practical English
Short Story Writing

HIGH SCHOOL
High School Business
High School (Canadian)
High School Coll. Prep. (Arts)
High School College Prep. (Engineering & Science)
High School General
High School Mathematics
High School Secretarial
High School Vocational

LANGUAGES
(Edited by Berlitz)
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Italian Spanish

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Basic Supervision
Industrial Foremanship
Industrial Supervision
Modern Woman as a Supervisor
Personality Development
Personnel-Labor Relations
Supervision

MATHEMATICS
Advanced Mathematics
Mathematics and Mechanics for Engineering
Mathematics and Physics for Technicians
Mathematics and Physics for Engineering
Modern Elementary Statistics

MECHANICAL
Aircraft & Power Plant Mech.
Fortran Programming for Engineers
Hydraulic & Pneumatic Power
Industrial Engineering
Industrial Management for Engineers
Industrial Engineering Tech.
Industrial Instrumentation
Machine Design
Mechanical Engineering
Quality Control
Safety Engineering Tech'l'gy
Tool Design
Value Analysis
Vibration Analysis and Control

PETROLEUM
Natural Gas Production & Transmission
Oil Field Technology
Petroleum Production
Petroleum Production Eng.
Petroleum Refinery Operator
Pipeline Engineering Tech.

PLASTICS
Design of Plastic Products
Plastics Technician

PLUMBING, HEATING, AIR CONDITIONING
Air Conditioning
Air Conditioning Maintenance
Domestic Heating with Oil & Gas
Domestic Refrigeration Heat'g
Heating & Air Conditioning with Drawing
Industrial Air Conditioning
Industrial Heating
Pipe Fitting Plumbing
Plumbing & Heating
Plumbing & Heating Estimator
Practical Plumbing
Refrigeration
Refrigeration & Air Conditioning

PULP AND PAPER
Paper Machine Operator
Paper Making Pulp Making
Pulp & Paper Engineering
Pulp & Paper Making

SALESMANSHIP
Creative Salesmanship
Real Estate Salesmanship
Sales Management
Salesmanship

SECRETARIAL
Clerk-Typist Commercial
Engineering Secretary
Legal Secretary
Medical Secretary
Professional Secretary
Shorthand Stenographic
Typewriting

SHOP PRACTICE
Drill Operator
Foundry Practice
Industrial Metallurgy
Lathe Operator
Machine Shop Inspection
Machine Shop Practice
Machine Shop Practice & Toolmaking
Metallurgical Engineering Technology
Milling Machine Operator
Multicraft Maintenance Mechanic
Practical Millwrighting
Reading Shop Prints
Rigging
Tool Engineering Tech'l'gy
Tool Grinder Toolmaking
Turret Lathe Operator
Welding Engineering Tech.
Welding Processes

STEAM AND DIESEL POWER
Boiler Inspector
Industrial Building Engineer
Power Plant Engineering
Stationary Diesel Engines
Stationary Fireman
Stationary Steam Engineering

TEXTILES
Carding
Carding and Spinning
Dyeing & Finishing
Loom Fixing Spinning
Textile Designing
Textile Mill Supervisor
Textile Technology
Warping and Weaving

TRAFFIC
Motor Traffic Management
Railway Rate Clerk
Traffic Management

TV-RADIO-ELECTRONICS
Color Television Principles & Servicing
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Electronic Fundamentals
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Electronic Fundamentals with Electronic Equipment Training
Electronic Instrumentation & Servo Fundamentals
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Practical Radio-TV Eng'r'g
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Without cost or obligation, rush me "HOW to SUCCEED," the opportunity booklet about the field I have indicated below, and a sample lesson.

New! Special Package for Women! ***Special Training Programs for Industry*** ***Convenient Payment Plan***

Name of the course in which you are interested_____

Name_____ (Please indicate Mr. Miss. Mrs.) Age_____ Address_____

City_____ State_____ Zip Code_____ Working Hours_____ A.M. to_____ P.M.

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Approved for veterans under new G.I. Bill. Special rates to members of U.S. Armed Forces.

RAILROAD MAGAZINE

Adventurous Railroading and Rail Hobbies—Founded 1906

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FREEMAN HUBBARD
Editor

SY REICH
Technical Editor

ARTHUR T. KNOWLES
Assistant Editor

BARBARA KREIMER
Information Booth

STEVE MAGUIRE
Transit Topics

JOSEPH EASLEY
Illustrator

ILLUSTRATED FEATURES

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Canadian National passenger extra No. 1910 is loading at Brockville, Ont., from connection with train 14 from Toronto. The train bound for Ottawa ran extra over Canadian Pacific tracks until new timetable, after CP had discontinued service on the line.

John C. Illman
7400 Errol Drive
El Cerrito, Calif.

HENRY STEEGER, *Publisher*
THOMAS HARRAGAN, *Associate Publisher*
EARL UMPENHOUR, *Production Manager*
IRA MOSHIER, *Newsstand Sales Manager*
JOSEPH MUCCIGROSSO, *Subscription Manager*

ADV. REPRESENTATIVES
Robert Stark Associates, 145 East 52nd St., New York, N.Y.
Harley L. Ward, Inc., 360 North Michigan Ave., Chicago, Ill.
Townsend Millsap & Co., 110 Sutter St., San Francisco, Calif.
Townsend Millsap & Co., 3959 West 6th St., Los Angeles 5, Calif.

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CHANGE OF ADDRESS: POSTMASTER—Please mail Form 3579 notices to: RAILROAD, Portland Place, Boulder, Colorado 80314

"It's amazing the set up you get in the accident investigation field."

GOOD PAY, NEW CAR, EXPENSE ACCOUNT

"I received a good starting salary, a new car, credit cards, expense account and insurance. It's amazing the set up you get in the Accident Investigation field."

Those are the words of a recent Universal Schools' graduate who went to work as a staff investigator for an insurance company. Before stepping into this remarkable field of opportunity, he worked in a factory. He had no experience in Accident Investigation, no college degree.

Yet, he made the jump from plant worker to professional man in a surprisingly short time with the training and help of Universal Schools. There are hundreds of such personal success stories in the files of Universal because . . .

Men Are Urgently Needed

The Accident Investigation field is booming now—everywhere—and getting bigger every day. Here's why: Before this day ends, there will be more than 440,000 accidents and losses of all kinds in all parts of this country and Canada. **And that happens every day!** These accidents must be investigated, reported, settled by trained men. Is it any wonder that more and more men are needed now to handle this tremendous work load?

State Approved For Veterans' Training

FREE PLACEMENT SERVICE

Universal Schools provides prompt, effective job placement help in any part of the United States and Canada. More than 1,000 companies have requested and receive our monthly list of graduates. Universal trains and places more men in the Accident Investigation field than any other school. Or, if you would prefer to start your own full or part time business, we will show you exactly how to do it.

Here Is Solid Security And Exciting Variety

Every year the accident rate goes higher as population increases. Just imagine what the daily accident and loss rate will be in 10 . . . 15 . . . 20 years when our population has increased by millions upon millions of people.

And that means security, **solid security**, for the man who trains now for Accident Investigation. He can look ahead to years of steady, exciting, growing opportunity with no fear of lay off, automation or recession. Good times or bad, accidents and losses will keep right on happening and trained men will be working to keep up with the demand.

3 Career Choices Open To Men Everywhere

1. Be Your Own Boss: Start your own independent Accident Investigation business in your own home at virtually no cost. Average earnings are $6.44 an hour, plus expenses. Some Universal graduates in their own businesses earn to $8.00 an hour and more.

2. Work Spare Time: Many Universal graduates keep their full time jobs and earn an extra paycheck every week by taking spare time assignments. Spare time earnings can easily range from $50 to $100 a week and more, plus expenses.

3. Company Staff Investigator: As a full time company employee, you typically receive good starting pay, a new car, expenses paid and an insurance program. Pay and benefits are equal to approximately $8,000 a year to start. Salary reviews and chances for advancement are frequent in this fast-moving business.

Free Book Tells How You Can Qualify

For many years Universal Schools has specialized in training inexperienced men of only average education to step into excellent positions in Accident Investigation. Successful graduates range in age from 20 to 55. Hundreds of Universal trained men are at work right now in all parts of the United States and Canada, enjoying fine incomes, security and prestige in Accident Investigation.

Free and without obligation of any kind, we will send you a book outlining your opportunities in this field. No salesman will call on you. We will show you what Universal has done for others; what we can do for you. We will show you how you can train in your own home, at your own pace, at amazingly low cost. No need to change or switch jobs. We will give you actual names and locations of successful Universal graduates in all sections of the United States and Canada. You read, you consider, you decide in privacy. You have nothing to lose.

But act now. Send for your free book today. Mail post card or coupon now to Universal Schools, 6801 Hillcrest, Dallas, Texas.

MAIL NOW FOR *FREE* BOOK

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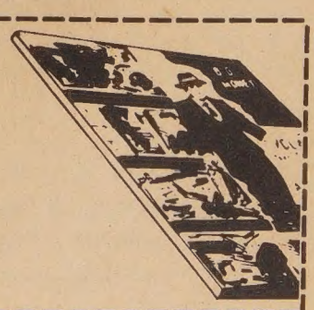
Please rush me your free book on opportunities and earnings in the Accident Investigation field. I understand there is absolutely no obligation and that no salesman will call on me.

Name _____ Age _____

Address _____

City _____ State _____ Zip Code _____



Betty Tone painting our June cover.
Photograph by Arty Levin

THE MAIL CAR

Where editors and readers meet

OUR cover painting by Betty Tone, 55 Vandam St., New York, N.Y. 10013, showing the Erie's 952 and 537, resulted from a private fantrip in 1952. Betty is a professional artist and an active railfan.

"I was carrying my portfolio of samples around New York to art directors of magazines and ad agencies," she recalls, "in hopes of finding an opening for an aspiring young artist. My brother had come with me to see the sights, ride a few suburban lines, and take photos. We ran into a fellow Bostonian, D. H. MacLean, who was a Boston & Albany telegraph operator, and he asked if we had ever ridden the Erie's Newark branch. No, we hadn't, but it was a good idea, so off we went.

"We boarded an Erie train in the Jersey City terminal, just across the river from New York. The Newark branch, over which we ran, angled off the main line at Croxton, N.J., and westward to its namesake city, then north through the partly industrialized Passaic River valley to Paterson, where it rejoined the main.

"In North Newark our train rolled under the Greenwood Lake branch just as a westbound local was crossing overhead. I made a mental note to paint the scene some day, but almost 12 years passed before I did so. In 1964 I went to the spot again to make preliminary sketches for the painting, but was disappointed because the light wasn't right at the point I had picked out. Changing the time of day to morning and the trains to inbound solved the problem, and I made the period the mid-1930's."

Photograph on our cover shows 2-6-0 Camelback No. 60 of the New York, Susquehanna & Western, which the Erie controlled: Erie class F-27. Photo from collection of Warren D. Stowman, 2102 Eastburn Ave., Philadelphia, Pa. 19138. ●

NEWS. Baltimore & Ohio and Chesapeake & Ohio have been authorized by the Interstate Commerce Commission to acquire control of the Western Maryland. The ICC noted that integration of Western Maryland into the B&O-C&O system would save the roads an estimated $6,188,000 annually after taxes.

House transportation committee of Indiana Legislature, by a vote of 9 to 3, recently killed a bill which would have repealed a portion of the Full Crew Law, eliminating one brakeman.

Illinois Central plans to drop another passenger train, the *Land O'Corn*, running between Chicago and Waterloo, Iowa. Same old sad story: not enough riders to make it pay.

Last winter the bill of lading on a gondola car from Chicago listed the shipment as a load of snow. A Rock Island yard man at Fort Worth, Texas, found the car sandwiched between boxcars of merchandise. Said he, "I guess they were cleaning the tracks in Chicago after the big blizzard and shipped the snow down here to get rid of it." He was right. Other cities in the South also got snow shipments.

Pennsylvania Railroad is building a 6-mile, $2.3 million spur line to the site of a new coal-burning generating station to be built by Potomac Electric Power Co. at Morgantown, Md., about 40 miles south of Washington, D.C.

Union Pacific virtually rebuilds its original transcontinental line every 8 years through its maintenance program. According to Grenville M. Dodge's book, *How We Built the Union Pacific Railway*, construction forces laid 1,101 miles of track between July, 1865, and May, 1869, to connect with the Central Pacific. Today, UP re-lays an average of 141 track-miles of new rail per year.

A total of 2½ million frogs (150 tons) are being shipped westward this year by rail, destined for the plates of French and Swiss gourmets. ●

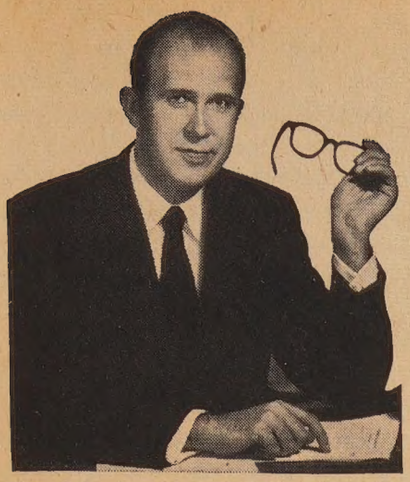
IF ANY railroader is a "home guard," William V. Fairbairn certainly is. Bill, age 90, lives at 325 Charles St., Belleville, Ont., Canada. He began firing on the Grand Trunk in 1891, was promoted in '95, and retired in 1941. During all that time he worked out of Belleville.

"The first locomotive in Belleville was brought here by boat from Kingston, Ont.," he writes, "and was pulled up the street by horses on rails laid down as she progressed to the town. The Grand Trunk used her for construction work. When I was a lad the oldtimers were pioneers in railroading and they talked about their era as we do about ours. They were rugged men and they experienced real hardships. The earliest engines had no cabs."

Among the high spots in Bill's career were handling special trains for President F. D. Roosevelt and a King and Queen of England. ●

BOARDING HOUSE. "As the son of a Missouri Pacific section foreman," writes Henry W. Cook, 6636 Swope Parkway, Kansas City, Mo. 64132, "I sometimes ate meals at Cotter, Ark., in the boarding house described by Joe Huddleston in your January issue, while traveling between Newport, Ark., and Crane, Mo., in the 1920's and early 1930's. But its name, *The Eagle*, could not have come from the famous passenger train with that name, which wasn't inaugurated until the early 1940's and never went through Cotter. During late 1943 and early '44 I was a substitute clerk in the old Railway Mail Service on trains passing through Cotter, but I do not know of any train such as the one you pictured (page 21) on that route. The 6600 class engines were used mostly in mainline service between St. Louis and Little Rock." ●

CANADIAN NATIONAL has just begun a step-by-step introduction of an electric reservations system for trains, almost the only one in North America. The computer-run service will not become fully operational until June when all seats on CN's new *Turbotrain* are added to the computer's inventory memory. Until then the computer was



Don Bolander, M.A., University of Chicago; B.S., Northwestern University; Director of Career Institute; authority on adult education.

Shamed by your English?

You can soon speak and write like a college graduate if you let me help you for 15 minutes a day.

LET'S BE FRANK

If you've ever been shamed by a mistake in English, maybe I can save you from years of disappointment.

You see, none of us will ever go any farther than our ability to speak and write will let us go.

I have met countless numbers of intelligent men and women who are being held back in their jobs and social lives—often without knowing it—because they couldn't express themselves fully and easily.

What About You?

Could *you* get ahead faster with a command of good English? Just ask yourself these questions:

Even with all your ability and ambition, how long has it been since you had a promotion?

Even with all you have to offer, when people get together at work or at parties, are you the one they listen to?

Be Honest with Yourself

If people are not impressed by the way you speak and write—and, if you're honest enough with yourself to admit it—you have already taken the first big step to success.

The Next Step Is Easy

You can master good English *without going back to school.* Over the years I have helped thousands of men and women to stop making embarrassing mistakes in English, increase their vocabularies, and become interesting conversationalists—*right in their own homes.*

Here's What to Do

I can help you, too, if you will give 15 minutes a day to the Career Institute Method of mastering good English. My answers to the following questions will show you how quickly and easily you can stop being ashamed of your English, and *do* something about getting ahead.

Question *What is so important about my ability to speak and write?*

Answer People judge you by the way you speak and write. Good English is absolutely necessary for making a good impression and getting ahead in business and social life. You can't express your ideas fully or reveal your true personality without a sure command of good English.

Question *What does a "command of good English" mean?*

Answer It means you can express yourself clearly and easily without fear of embarrassment or making mistakes. It means you can write well, carry on a good conversation—also read rapidly and remember what you read.

Question *Are there other advantages to be gained by acquiring a command of good English?*

Answer Yes! Words are actually "tools of thought." The more you learn about words and how to use them to form and express your ideas, the better your *thinking* becomes. For this reason a command of good English often pays off in unexpected ways.

Question *Wouldn't I have to go back to school for a command of good English?*

Answer No, not any more. You can gain the ability to speak and write like a college graduate right in your own home—in only a few minutes each day.

Question *Is this something new?*

Answer Career Institute of Chicago has been helping people for many years. The unique Career Institute Method quickly shows you how to stop making embarrassing mistakes, gain a colorful vocabulary, write clearly and well, and discover the "secrets" of interesting conversation.

Question *How do I know it works?*

Answer There are thousands of letters in my files, testimonials from people in all walks of life who have used the proved Career Institute Method to achieve amazing results. If you send in the coupon below, I will share some of these letters with you.

Question *How long will it take me to learn to speak and write like a college graduate, using your method?*

Answer In some cases people take only a few weeks to gain a command of good English. Others take longer. It is up to you to set your own pace. In as little time as 15 minutes a day, you will see quick results.

Question *How can I find out more about the Career Institute Method?*

Answer I will gladly mail you a free 32-page booklet which explains the new easy-to-follow Career Institute Method and tells how you can master good English quickly and enjoyably at home. Send coupon, card, or letter today to Career Institute, 555 E. Lange St., Mundelein, Ill. 60060. No salesman will call.

DON BOLANDER, Career Institute, Dept. 302, 555 E. Lange St., Mundelein, Ill. 60060

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programmed to increase its space inventory in stages while railway personnel become thoroughly familiar with its use. The system is designed to make coach and parlor-car reservations on major trains within a matter of seconds. Passengers need not reserve coach seats for travel under 160 miles.

CN, which has bought, leased, or rebuilt hundreds of passenger cars in the past 3 years, is the only railway on the continent to expand its passenger fleet during that period. ●

BESIDES being the technical editor of *Railroad Magazine*, Sy Reich, who lives in Rochester, N.Y., is employed by General Railway Signal Company. He has just been promoted to be section manager in the company's Application Engineering Department. which makes him responsible for the systems engineering aspects of the GRS rapid transit products line.

A graduate of Brooklyn Polytechnic Institute, Sy has been on the *Railroad Magazine* staff since June, 1957, and with GRS since 1960. For the past ten years he has been supplying occasional photos and technical articles to this magazine, not to mention his *Hobby Club* section. His articles on such subjects as electrification and diesel power invariably draw a good reader reaction. Some fans tell us that their main reason for buying *Railroad* each month is Sy's locomotive rosters.

Even more technical are the features he writes for other magazines. For example, *Railway Signaling Communications*, a Simmons-Boardman monthly, some time ago carried an 8-page piece by Sy Reich entitled "Computer Study Aids Transit Signaling," which deals with the train protection system of the rail rapid transit network being built in the San Francisco area. This treatise is so well done that GRS reprinted it for distribution to customers and others in the field. ●

LOST MILLIONS. State Representative Albert S. Crockett, 2nd, of Old Greenwich, Conn., has discovered that the Connecticut Transportation Authority gave up $3,532,347 previously appropriated by the Connecticut Legislature to improve facilities and services of the New Haven Railroad.

"It is disheartening," he says, "to realize that these lost funds could have purchased two new 7-car trains, rebuilt stations, improved freight service, upgraded electrification, or been used for other needed modernization anywhere in the state. The Authority didn't use the money, but returned it to the State's General Fund for non-railroad use."

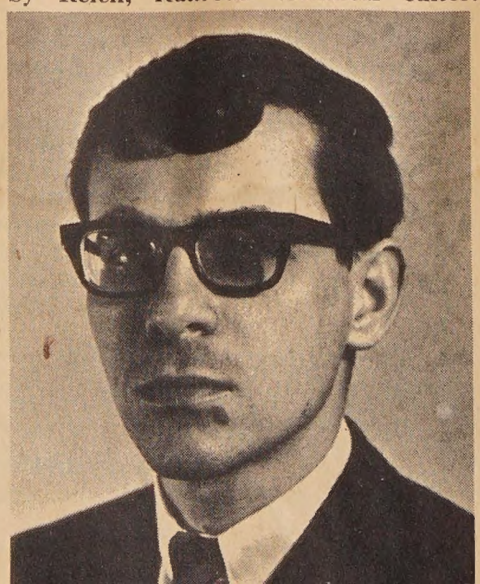
Mr. Crockett's information is documented, coming from the CTA's financial statement. "In addition," he says, "CTA plans to return an additional $3½ million to the General Fund this June. Proof is found in the financial statement and in Governor Dempsey's recently-announced budget. Thus a total of $7 million, which could have brought vital railroad improvements, will be lost forever. I am asking for an investigation of this matter by the Legislature's transportation committee." ●

PERSONALITIES, Miss Christine Parker, age 19, with brown hair and blue eyes, works as a tracer in the modernization section of British Rail's signalling department, Eastern Region. Her home is *Linden*, School Rd., Wickham Bishops, Witham, Essex, England. There are 5 railroaders in her family tree. Her father, Jack Parker, who does planning work at terminals and marshalling yards, suggested 3½ years ago that Christine apply for a job with British Rail, and she has been a "signal girl" ever since.

"I have made a study of railway signals," she writes, "and want to ride in an engine cab but have not yet had the chance. My main hobby is horseback riding. A friend and I own a mare between us. We take turns riding her and have won a few prizes at horse shows. It would be fun getting a letter or picture postcard from someone in the U.S.A. or Canada."

Joseph A. Ziebarth, age 94, recently retired as station agent at Waterloo, Wis., after 73 years and 7 months of continuous and active service on the Milwaukee Road. During all that time he did not miss a single day due to illness! At age 18 he paid an agent $50 to teach him telegraphy and shortly afterward he hired out as a relief agent-operator. Since retirement he has been living in Madison, Wisconsin. We have asked how he managed to keep almost perfect health so many years; will print his reply and a portrait of him in our next issue.

Sy Reich, *Railroad* technical editor.



The Arnold twins, George and Henry, of Moose Jaw, Sask., Canada, retired the other day as Canadian Pacific hoggers. Henry began railroading in 1923, George shortly afterward.

This bit of wisdom from D. H. Lawrence has nothing to do with railroads but we're printing it anyhow: "Men are not free when they are doing just what they like. The moment you can do just what you like, there is nothing you care about doing."

Cleland B. Wyllie, author of "Passenger Train Survey" (page 13), is director of media relations at the University of Michigan, 3519 Administration Bldg., Ann Arbor, Mich. 48104.

J. W. Bolen, Missouri Pacific engineer, says: "The Houston, Central Arkansas & Northern in my early days had no machinists, no blacksmiths, and few repairmen. I'd had training in blacksmithing, so it always was my luck to get stuck with the blacksmith and light repair work, such as reducing the braces in main and side rods, which then were double on engines. I also washed the boilers, wiped engines, dried sand, knocked fires from fireboxes and bore flues, crawling into the warm firebox to do it. All this I did for two years and five months and got $1.25 a day for a 12-hour day." ●

ROCK SLIDE on Sept. 15, 1935, permanently stopped service on the Niagara Gorge Railroad, according to J. R. McFarlane, 2339 Manchester St., Birmingham, Mich. 48048, who relates the following history: "The Niagara Falls & Lewiston Railroad was a double-track electric line built in 1897 beside the Niagara River and through the gorge on the American side. Two years later the Niagara Gorge Railroad came into being. Shortly afterward, in conjunction with the Niagara Falls Park & River Railway on the Canadian side, it began operating a 20-mile 'Belt Line' trip through and around the Niagara Gorge. Cars ran every 15 min-

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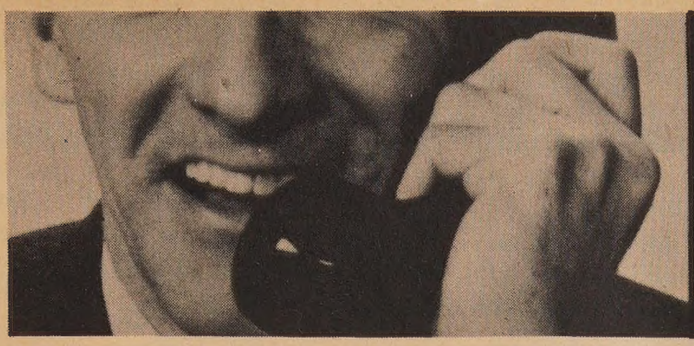

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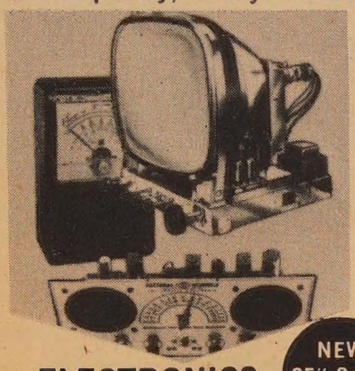

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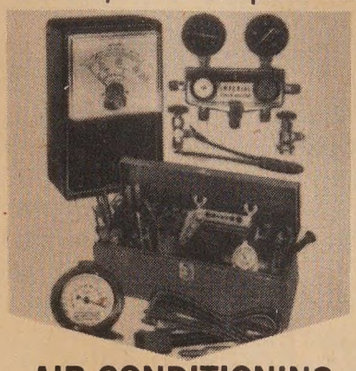

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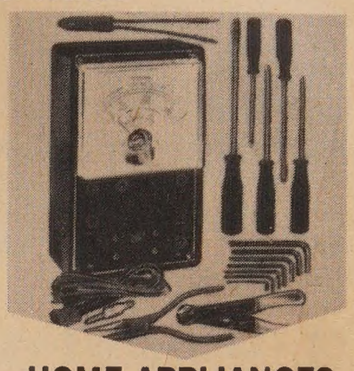

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utes in summer daylight. The Canadian portion of the trip was discontinued on September 11th, 1932." ●

A HOUND DOG trying to jump over a wire fence near Raleigh, N.C., entangled his hind legs in it and was hanging helplessly with head down when a Seaboard passenger train, *The Tidewater*, passed by en route from Raleigh to Portsmouth, Va. The conductor, Ronald C. Heritage, decided that if the dog were still caught on the return trip he'd ask motorman C. R. Craddock to stop the train for a rescue. On the way back to Raleigh he saw the same sight. *The Tidewater* stopped. The conductor freed the animal, which thereupon lay still for a minute or two and then stood up and took off on a run. Passengers watching sympathetically from the coach windows had nothing but praise for this humane act, reports H. Reid, who sent us this story. ●

HENRY M. FLAGLER would turn over in his grave, according to E. Jay Quinby, if he could see what is becoming of the once-great Flagler system and what happened in 1935 to his overseas railway extension to Key West, abandoned since the big hurricane which wrecked it. The stout concrete and steel structures he built for that spectacular line continues to carry passengers—in rubber-tired highway vehicles.

Jay adds: "Pacific steam loco 153, one of those which formerly pulled trains to and from Key West, survives on the Gold Coast Railroad, an operating museum. Seagoing car-ferries now use a new terminal at Palm Beach. One of Flagler"s three original steam car-ferries is still extant. The other two were lost in World War II mine-laying service." ●

JOE EASLEY pictured a conductor's tombstone on which is sculptured a freight train (*Along the Iron Pike*, March '67), commenting, "We don't know of any other tombstone depicting a train." A letter from Dan R. Sabin, Box 203, Manly, Iowa 50456, says: "In Plymouth, Iowa, near my home, the gravestone of a Milwaukee Road engineer shows a steam engine. The same cemetery includes the last resting place of Joseph J. Stauner, a Rock Island engineer killed when his passenger train hit a freight. Plans are being made to attach a bronze bas-relief of a Rock Island diesel to the stone." But Dan doesn't mention any stone picturing a train. ●

OVER the years, numerous readers have found long-lost buddies and relatives through *Railroad Magazine's* pages. Through these pages also, many have formed lasting friendships and some men and women have found romance and marriage. Take the case of a railfanette named Irene, who wrote to the first entry in our Feb. '66 *Pen Pals* department, Ernest J. Armstrong, Jr., of Philadelphia.

"My idea was to swap railroadiana with him," she tells us.

Ernest answered promptly. He is a postal clerk, takes pictures of trains and trolleys, and has a rather large photo collection. Irene was interested. After further correspondence and exchanging railroad items, they met, liked each other, and that summer they went on several fantrips together.

Then on September 7th, Ernest put an engagement ring on Irene's finger, and followed it up November 12th with a church wedding. They live within three blocks of railroad tracks, the Pennsylvania-Reading Seashore Lines. Our best wishes to the newlyweds! May they enjoy a long and happy marriage and many more fantrips together! ●

BRITISH railfans queued up all night to buy surplus railway relics at the opening of the British Transport Museum in Clapham, England. More than 7,500 visitors showed up that day and many items of railroadiana were sold. But four members of the Old Johnians' Rugby Club were disappointed to learn that the toilet bowl from Queen Victoria's private train was not for sale. One chap said, "We thought it would be just the thing to install in our clubhouse."

"I was interested in John P. Sikes' observation in a recent issue that a spur leading to industrial premises is not a siding, because here in Britain such a spur *is* a siding," writes Joseph Fox, Monomark BM Exn. 3, London, W.C.1, England. "We use the term 'refuge siding' for a dead-end siding or blind siding in which a train can take refuge and clear the main track to let a more important train go by. A spur into industrial premises, subject to certain conditions is, a 'private siding.'"

The Rev. W. Awdry has resigned as minister of a church at Emneth, Cambridgeshire, England, to become a full-time writer. Years ago he began writing stories of *Tommy the Tank Engine*, etc., to entertain a son who was ill. The tales became popular and his books have sold 3 million copies. Asked by a radio commentator why so many clergymen were railfans, he replied: "Railroads and ministers of religion have much in common. We both believe in getting our customers to their destination in the best possible way."

An old roundhouse formerly used by steam locomotives at Chalk Farm in North London will be turned into a major theater if various groups and public subscriptions raise $1¼ million to pay for the conversion. ●

ONLY TWO members of our editorial staff work in the *Railroad Magazine* office. (Three living in other cities rarely contact us except by mail.) Our two New York editors cannot possibly answer, or even acknowledge, more than a small fraction of the heavy volume of editorial correspondence we get every working day.

If a lot more railroaders and fans would buy this magazine, the increased revenue would let us hire much-needed additional help. You can cooperate by buying an extra copy of *Railroad* from a news-stand for a friend or relative. Better yet, give him a subscription. *Railroad* in the U.S. costs $5 a year, $9 for two years. Elsewhere, $6 a year, $11 for two years.

Mail all subscriptions, including renewals, to *Railroad* Subscription Dept., Portland Place, Boulder, Colo. 80314. Include a zip code in your address. The Post Office will not let us mail U.S. subscriptions without it.

Another way to help us keep *Railroad* going is to write very short letters. This means communications to all of our editors. It also means short press releases. For years we've been hammering on this idea, with little effect. Too many people write long letters (especially those whose handwriting is hard to read).

Send *Transit Topics* mail directly to Stephen D. Maguire, P.O. Box 51, Belmar, N.J. 07719. But keep it brief!

And please don't ask us to supply railroad data by mail or to assist you with research on a school paper. We just can't. But daily we get such requests! Barbara Kreimer runs as many items as she can crowd into the *Information Booth* each month. Lack of time and space compels her to pass up some questions permanently. ●

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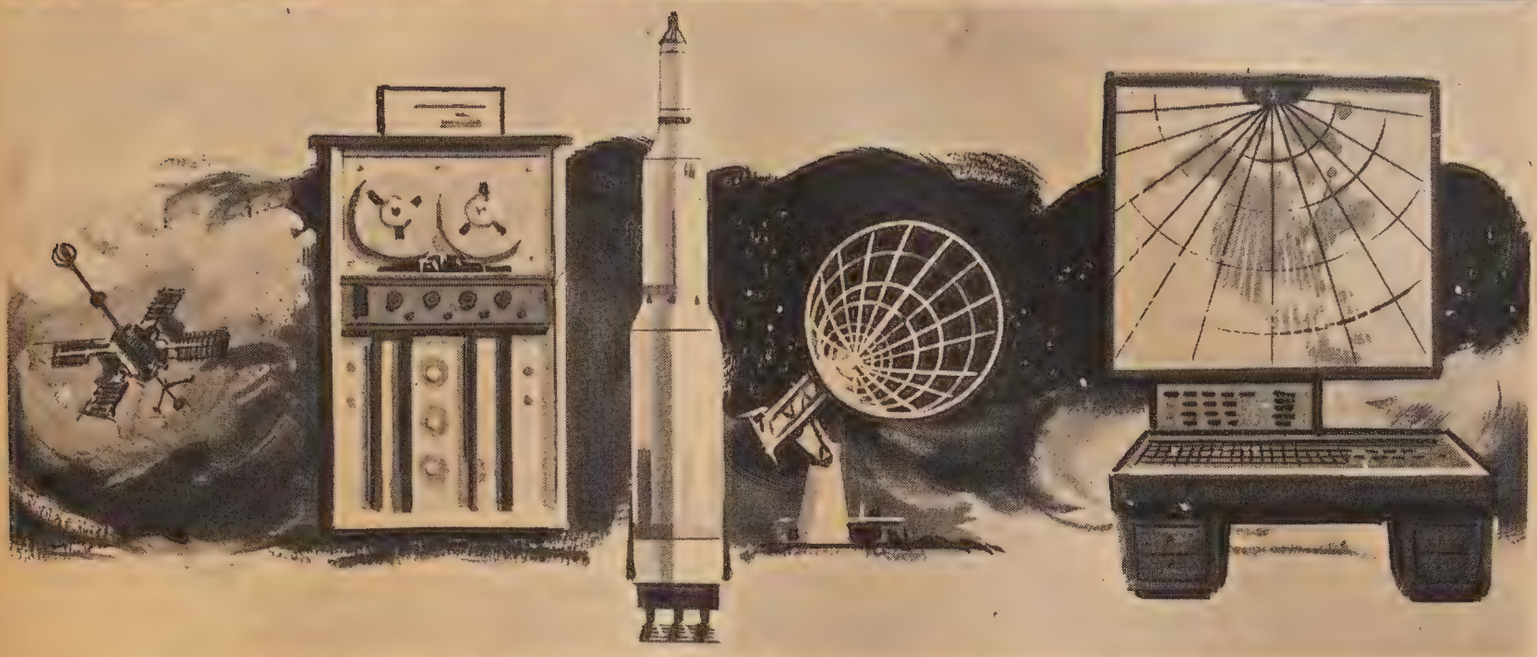

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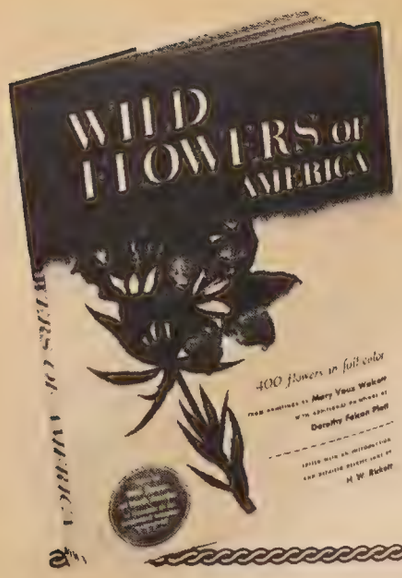

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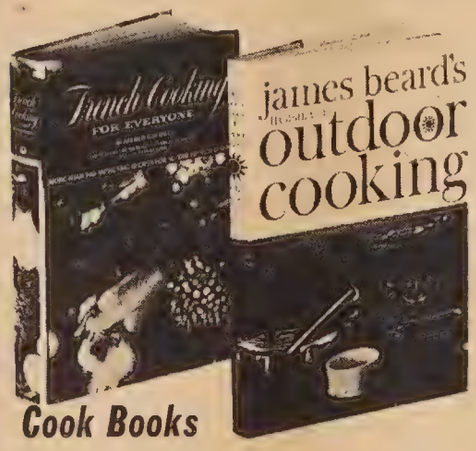

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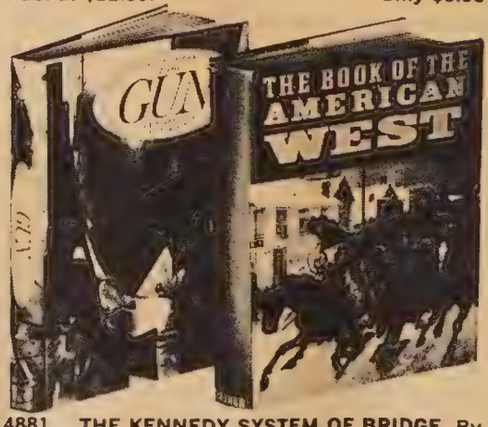

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Even though this newspaper ad misspelled the word "candle-light," it brought the Atlantic Coast line a lot of passengers last winter.

Passenger TRAIN Survey

by Cleland B. Wyllie

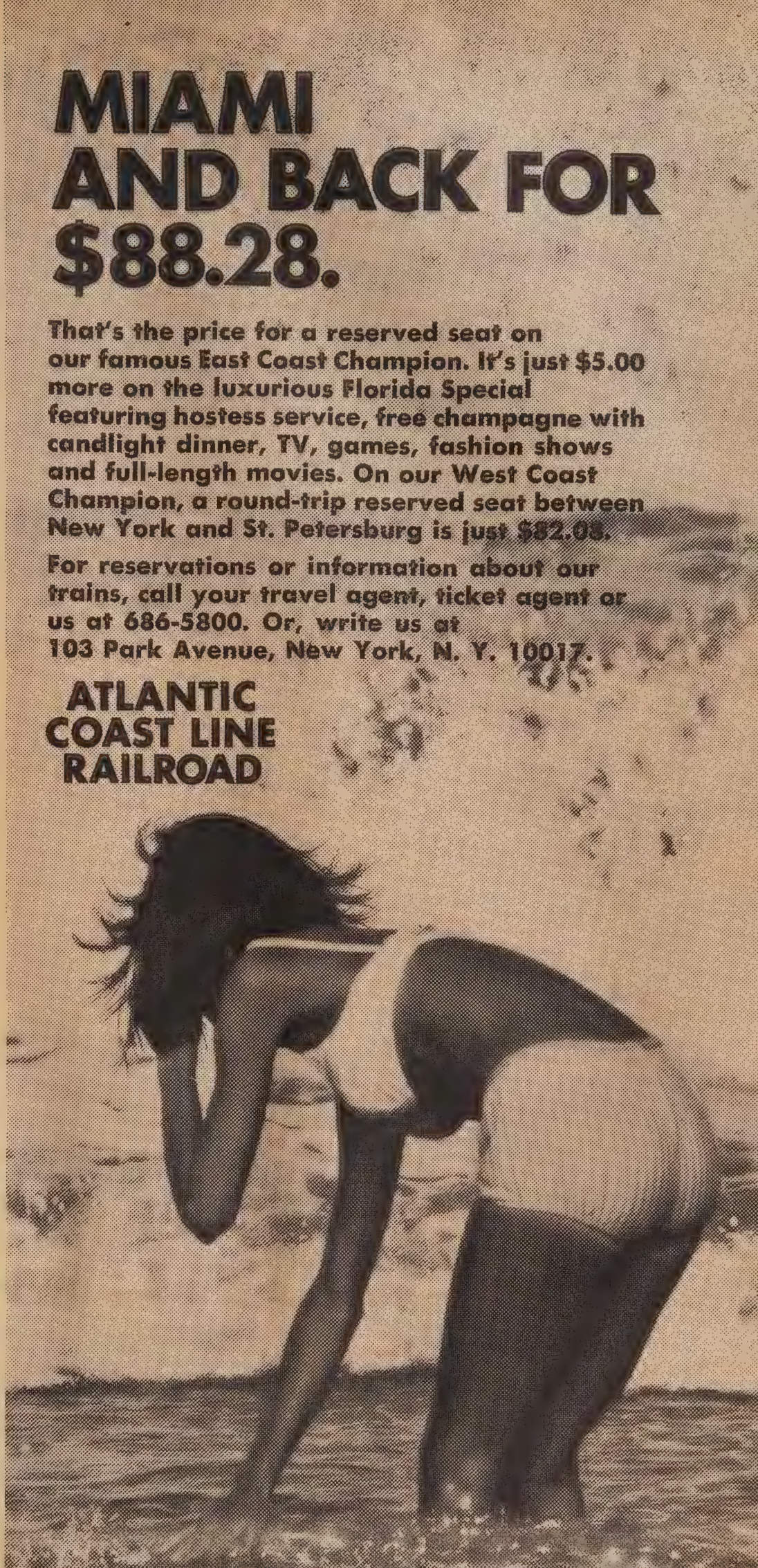
HERE'S the 1967 outlook for rail passenger trains as it might be given in a weather forecast: Bright and sunny north of the border in Canada along the route of the Canadian National. Generally gloomy in the United States, with only a few bright spots, although a trend may develop late in the year to set a future pattern.

The Canadian National this year is introducing more new trains, new equipment, and improvements than at any time since the passenger-train renaisance began north of the border. The hopeful trend for the rail service in the States should come this fall when the Pennsy's new high-speed service starts between Washington and New York.

The public found out recently that they could continue to ride the *California zephyr* between Chicago and San Francisco, at least until early 1968, the Interstate Commerce Commission having turned down the Western Pacific's request to end this well-patronized train.

The WP operates the Salt Lake City-San Francisco segment, with Burlington handling the Chicago-Denver portion of the run, and Denver & Rio Grande Western the Denver-Salt Lake City part. Both the Burlington Route and Rio Grande want the train continued. The ICC made several suggestions to help improve the train's earnings for the WP, which is currently losing money on it.

There were other encouraging signs. In Washington, the ICC is headed by William C. Tucker, a passenger-minded chairman. The new Department of Transportation, with Alan S. Boyd as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ATLANTIC COAST LINE RAILROAD

Model of the Canadian National's new *Turbotrain*, showing Montreal in the background. Note CN sign in upper left corner.
Canadian National Railway photograph

secretary, may start bringing some order out of the nation's chaotic transportation policies.

Heavy snow in Chicago and New York early this year brought a favorable reaction to the rail passenger services which managed to keep running when many autos, buses, and planes were stopped, but much editorial support in the newspapers has vanished with the coming of spring.

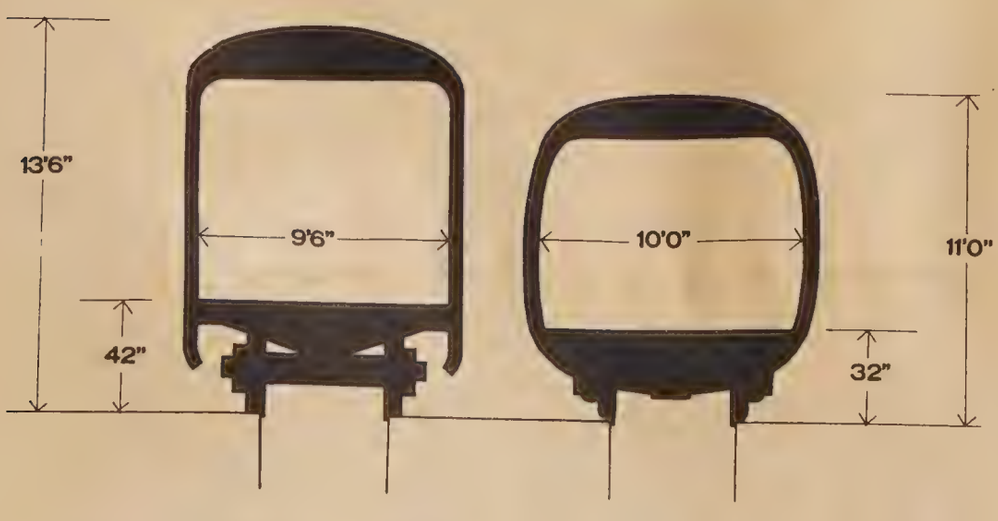
From the handful of U.S. roads that try to promote and offer good passenger service we get only a minimum of good news. On the chilling side is the endless stream of successful petitions to remove trains. Even the Chesapeake & Ohio, which steadfastly and proudly runs first-class trains, has petitioned for a drastic cut in those it wants to operate. Adding to other financial pressures is what seems to be the Post Office's gleeful cancellation of mail-rail contracts. Loss of railroad revenue from this source has helped to bring about the pleas for a reduction in service.

The huge airline strike last July and August yielded temporary gains of about $15 million in rail passenger revenues, but the public as a whole is not rallying to the rails except where walkouts and severe storms shut down competing forms of travel by air and highway.

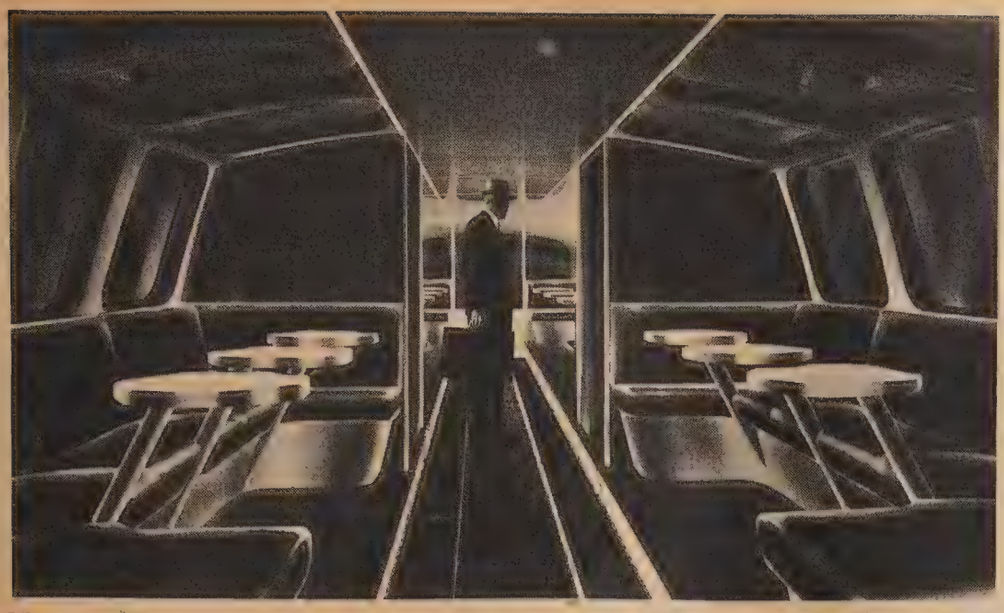
What might have become a reasonably positive move by the New York Central wound up on the negative side. NYC made a grandstand play with a record speed run in Ohio—183 miles per hour!—coupled with an announcement that on September first (last year) it would petition the ICC to end its long-distance trains and substitute faster and more frequent service on shorter runs.

Well, the September song ended on a squeaky note. Since much of the public believed that the Central wanted to drop all passenger service, the July pronunciamento seemed to create a feeling that the long-distance trains were practically out of service already. Revenues took such a dip that even the airline strike couldn't keep the Central from showing a further decline in passenger receipts. The revenue picture brightened somewhat after the public had time to realize that the trains in question were still burnishing the rails. However, at this writing, the Central hasn't filed the petition nor given any reason for the prolonged delay.

It is heartening to note what the Canadian National is doing. CN's passenger revenues jumped last year to $66 million, an 18 percent increase over a five-year period. This year, due to Montreal's Expo 67 and the Canadian centennial, they may total $86 million.



Comparative dimensions: a conventional railway car (left) and a *Turbotrain* car.



Mock-up *Turbotrain*, showing cafe-lounge car (left) with the "buffeteria" (buffet-cafeteria) car for coach passengers.
Canadian National Railways photographs

If so, by the end of this year CN will have doubled its annual passenger income since 1961, when efforts to check the decline were in the planning state. No other railroad on our continent can claim such a record!

Beginning April 30th, the Canadian Pacific put into service another transcontinental, the *Expo Limited,* which will run daily between Vancouver and Toronto, until October 28th. The management gloomily expects it to "operate at a substantial deficit" but scheduled it as a patriotic gesture in order to help the Montreal world's fair.

Last July, the Canadian National unveiled figures on its passenger deficit, showing $46.5 million in 1965, or about $1 million less than the 1961 deficit. A lot of critics had thought the figure was very much higher. CN also pointed out that only $9.2 million of the deficit could have been saved by eliminating passenger service. This amount was short-term expenses while the remaining $37.2 million was listed as long-term expenses and capital charges. Last year the overall deficit declined by about $7 million. The CN aims to cover all short-term costs this year and break even in the 1970's.

In view of fading passenger service south of the Canadian border, the U.S. public does not realize what the CN is doing. Dramatic improvement of the Montreal-Toronto service is anticipated through the introduction of turbine-powered trains to cut one hour off the schedule and make the run in one minute less than four hours. Once the new trains have been tested fully and the roadbed is ready for still higher speeds, there is even a possibility that the schedule may be cut still more.

The *Turbotrains*, as they are called, are scheduled for three trips a day, starting late in June, provided there is no delay in the equipment delivery by the United Aircraft Corp. and Montreal Locomotive Works. Five seven-car sets are being obtained on a lease-maintenance basis. Hopefully two 14-car trains will be in service, with the fifth in reserve. The 14-car trains would seat 608 passengers, operating costs are expected to be down about 30 percent, and passengers should get a smooth and quiet ride. Parlor-car passengers will get their meals in trays at their seats while coach riders eat at "buffeterias."

This summer CN plans to run eight through trains between Montreal and Toronto each day, with *Turbotrains* leaving each terminal at 8 a.m., then at 1:15 p.m. and 6:30 p.m., on a three hour and 59-minute schedule with no stops. The highly popular *Rapidos* also are in service, with departures at 9 a.m. and 4:40 p.m., making two stops en route. Two other daytime trains will each make eight stops. There also is overnight service.

Battling vigorously with Air Canada, the nationalized railway system has pulled even on passenger volume between Montreal and Toronto, and *Turbotrains* may swing the tide definitely in CN's favor. Perhaps publications in the United States should look a bit nearer home than Japan for good stories on the passenger business.

Aircraft-like construction is evident in coach section of *Turbotrain* built of aluminum at Montreal Locomotive Works, affiliate of Worthington Corporation.

***California Zephyr's* senior Zephyrette, Elizabeth Leibert, 1091 Bush Street, San Francisco, Calif. 94108, has grayish-blue eyes and has traveled almost 2 million miles between Oakland and Chicago since she joined the service on a cold Christmas Day ten years ago.**
Western Pacific Railroad photo

CN will operate three transcontinental trains this summer between Montreal-Toronto and Vancouver. The extra section out of Toronto on the *Super Continental* will be in service from June first to September 30th, about a month longer than last year; and the *Panorama,* started in 1964, will boast a 23-car consist for twelve weeks this year, starting on June 17th.

Again the National's passenger operation in the Maritime Provinces in Eastern Canada has been improved and extended, and the additional service is slated to stay in effect for the winter also. The *Chaleur's* run has been lengthened to serve the Gaspe Peninsula; there is a new service to Sydney, Nova Scotia; and both the *Ocean* and the *Scotian* have been speeded up again between Montreal and Halifax. Service has been increased, too, between Montreal and Quebec City, also between Montreal and Ottawa. During the summer and fall CN will take delivery on 25 new cars to improve the Toronto-Sarnia-Windsor passenger offering to southwestern Ontario.

CN officials have been talking with several carbuilders on the design of new inter-city and long-distance trains. Garth C. Campbell, general manager of passenger service, is convinced that sleeping cars can be designed in such a way as to make them profitable. If the nationalized system proceeds with its tentative plans for new equipment, about all that might be left of the ordinary present-style sleepers would be the compartment-and-double-bedroom type cars.

Elsewhere, too, CN continues to modernize. For example, a Montreal computer is handling reservations in 10-second time. Service on the Grand Trunk Western, which introduced the "Red, White, and Blue" fares last November, is being studied and there is a possibility that the Toronto-Chicago and Detroit-Chicago runs will be speeded up and even expanded.

In the States, many eyes will be focused next October on the Pennsy's new high-speed linking of Washington with New York City. As *Railroad Magazine* has reported, the Pennsy ordered from the Budd Company 50 stainless-steel, multiple-unit cars—including 40 coaches and 10 parlors—which on test runs thus far have attained a maximum speed of about 150 miles per hour. Assuming that the troubles with pantographs, shoes, etc., are ironed out, these trains may eventually be capable of attaining 160 mph and accelerating from a dead stop to 125 mph in only two minutes!

The cars are designed to run on the Pennsylvania Railroad's electrified system but can be adapted to use whatever improvements the management desides upon. A new coupler provides instantaneous coupling or uncoupling of all electrical, pneumatic, and mechanical functions.

Unlike the new trains of the mid-1950's, most of which were failures in attracting passengers, the Pennsy's new high-speed cars, like the CN's *Turbotrains,* are being built with greater appeal. These cars are almost 10 feet across the seating areas, which the Pennsy claims will permit the largest coach passenger seat available in public transportation. Some coaches will have snack-bar counters. Each parlor car will seat 34 and provide "luxurious VIP-type service," with meals served, tray-style, at the seats.

There seems to be some misconception as to who is paying for the Pennsy's innovation. Since the Federal Government has a $90 million program for the so-called Northeast Corridor project, the impression exists that good old Uncle Sam is supplying all the money. Actually, the Pennsy is getting only $9.6 million from the Government and is footing the rest of the bill itself. And the Keystone Railroad will have to pay back the $9.6 million if the new runs prove to be profitable.

The turbine-powered trains now being demonstrated by the U.S. Department of Commerce on the New Haven between Boston and Providence are expected to be made available to the public later this year. This service would have even more appeal if and when it is extended to reach New York City.

Some of the U.S. roads which have consistently given good passenger service could find room for optimism. F. G. Scott, the Northern Pacific's passenger traffic manager, reported an increase of about six percent in 1966. However, the NP's real hope may be the youth fares, introduced about a year ago. Travelers from age 12 through 21 pay the one-way fare for a round-trip coach ride, and half the usual rate for a one-way trip. Scott feels that these fares are pulling young people back onto NP trains.

The Seaboard Air Line and the Atlantic Coast Line, prospective partners in a merger, also report increases. SAL's passenger revenues had hit a peacetime high last July even before the airline strike started. Both roads use attractive newspaper advertising and their sales staffs are most active in soliciting passengers.

The Milwaukee Road is scoring success in the promotion of excursions to use otherwise idle equipment. It runs a variety of such trips out of Chicago in the spring and fall, some to as far away as St. Paul and Minneapolis, and appeals to skiers during the winter months. Ski travel was up 10 percent in the 1965-'66 winter and scored another gain last winter, despite the loss of nearly 500 passengers booked for a week-end at Iron Mountain, Mich., at the time of Chicago's big snowstorm.

The Four Winds Travel agency in New York City also continues to find customers. That agency started promoting Americana Rail Cruise Tours by private train in 1964, using leased Pullman equipment. Five tours that year drew 500 passengers. Since then 4,500 rail travelers have patronized Four Winds, which now features eight different tours a year.

At the same time, one of the most passenger-minded roads in the country, the Santa Fe, reported an increase in passenger revenue of less than one percent last year, hardly cause for rejoicing in view of the airline strike plus a bus walkout on the West Coast.

But the Santa Fe will keep up its fight for business. Its new president, John S. Reed, is quoted as saying that his road's transcontinental trains are putting "money in the cash box." Bucking the general trend, the Santa Fe has restored Chicago-Tulsa Pullman service and put dining-car service back on train

Mock-up of type of car of which Budd is building 50 for Pennsy's new high-speed service between New York and Washington, showing interior and (below) exterior.
Budd Company photographs

Cost Category	Coach Train	Boeing 727	Bus
Labor	$5.17	$1.25	$4.81
Equipment	8.85	3.39	2.51
Fuel	.59	1.87	.85
Other	3.80	1.81	.94
Additional cost	—	1.57	—
Total	$18.41	$9.89	$9.11

SRI also developed man-hours required per passenger trip in which the train again runs a very poor third. Here are the figures: Train, 0.860; jet, 0.075; and bus, 0.348.

The Association of American Railroads tells us that labor costs for train and engine crews on passenger trains have risen from 78 cents per train-mile in 1955 to $1.16 in 1965. The ICC, in its *California Zephyr* decision, noted a lack of evidence to show labor and management on the Western Pacific had held discussions regarding "more efficient utilization of personnel."

Perhaps we need a major conference between labor and management to deal with the problem of making the passenger train competitive with its opposition.

If it is possible for a year to produce both negative and positive results in passenger service outlook, 1967 may prove to be such a year. The Canadian National provides a bright picture of what could have been the situation on the U.S. side of the border. The "new image" that CN has sought in all of its operations would do wonders for the public's impression of railroad passenger service in the States. ●

47 between Kansas City and Tulsa.

The Santa Fe also has set up an Agency Department to service more than 280 travel agencies in the Chicago area, and probably boasts the biggest staff of passenger-traffic salesmen of any U.S. road. It has signed up with a major bank credit card to help promote business. However, Reed has some concern for the future. He sees a big problem in rising costs that create pressure against the level of fares needed to attract business.

Stanford Research Institute reports gloomy prospects for rail travel in the West. Its recent study might have been considered more objective if the sponsor had been any other road than the Southern Pacific. However, SRI did develop interesting figures on the cost of operating rail passenger trains versus the airplane and the bus, and these are most unfavorable to the train. Here are the SRI figures on direct cost per passenger trip between San Francisco and Los Angeles by rail, airplane, and bus:

The Nelson Blount Story

by RON ZIEL

IF A MODEL RAILROADER owned as many as 85 miniature locomotives he'd be recognized as a foremost collector. But suppose someone acquired 85 *full-size* prototype steamers, all veterans of rail-pounding service—more than the total number now possessed by all of North America's Class 1 roads—what then? Such a fellow is F. Nelson Blount, an uncommonly successful Yankee businessman and extrovert whose intense interest in his hobby is backed by lavish expenditures for steam power.

Nelson is a Rhode Islander, born May 21, 1918. His life story has some of the aspects of a typical Horatio Alger hero. At 15, he met a congenial schoolmate, Fred Richardson, then 16. Their common interest in trains (Nelson's favorite road was the New Haven) welded a lifelong friendship and in due time Fred, additionally because of his loyalty and business acumen, was rewarded with the vice presidency of most of Nelson's impressive corporations.

There was a time when every Saturday, each provided with $1.25 as an allowance from their parents, the precocious lads would stalk the busy New Haven yards in Providence, play up to tower operators and other employees and happily bum rides on drill engines and — under supervision, of course — throw levers in the interlockings.

The summer of 1935 they spent in tracking down the quaint two-foot-gage railroads of Maine. At that time, of course, Nelson never dreamed that one day he'd own virtually all of their equipment that survived the scrapper's torch, including some engines he was allowed to run as a teen-age hobbyist.

When Nelson was 18, he and Fred coauthored *Along the Iron Trail,* the country's first railfan-authored, hard-cover book, pre-dating by a few months the *High Iron* of Lucius Beebe and Charles Clegg. By now the first editions of *Along the Iron Trail* have become so scarce that they are said to be worth $25 apiece. Last year, however, an updated version of it came out and was reviewed in the December issue of *Railroad Magazine.*

This book proved to be Nelson's first big break. During its preparation the boys had made friends with some railroad staffs from the superintendent on down, being scrupulously careful to obey the rules and to seek permission before entering company property with their cameras.

F. Nelson Blount, a Yankee businessman and multimillionaire collector of full-size old steam locomotives, and his wife, Ruth, at their home in Dublin, N. H.
Ron Ziel, Box 433, Montauk Highway, Bridgehampton, N.Y. 11932

"In those days of relatively few railfans," Nelson recalls, "we had no trouble in gaining access to yards, towers, and so on. Today, so many fans have violated the rules, even damaging and stealing property as souvenirs, that the officials' attitude has changed. Thus a few black sheep ruined things for the rest of us."

Once the book appeared, certain people took a helpful interest in the young authors. J. J. Pelly, then president of the New Haven, later chairman of the Association of American Railroads, said his company might sponsor a Harvard scholarship in railroad economics for Nelson Blount. But nothing ever came of it, due partly to the Depression and partly to Nelson's primary interest in railroad operation rather than finances.

Shortly after his book came out, Nelson met the winsome and gifted Ruth R. Palmer; he soon fell in love with her, and a fashionable wedding followed in 1942. But the young husband was somewhat disturbed because Ruth came from one of New England's richest families, especially when other persons brought up the subject, and this fired his ambition to become wealthy in his own right. Nelson seemed to have a Midas touch. From a truck driver's job paying $20 a week he climbed the dizzy heights to become a millionaire within a decade, and to many times that in another ten years.

Because of his policy of "deficit financing" to salvage faltering businesses and make them prosperous, he gained the reputation of being "a man who could fall into the gutter and come up wearing a new suit"—only he never fell into a gutter. While amassing a fortune, Nelson was restless and thrill-seeking. Never the contemplative type, he constantly demanded action and took risks, becoming, among other things, a big-game hunter and a stunt pilot, much more like Ernest Hemingway than Horatio Alger. He crash-landed an airplane in the wilderness of northern Newfoundland and subsisted largely on caribou which he shot while hiking back to civilization a week later.

Usually Nelson flies his privately-owned Cessna plane to Steamtown from his modest home on the edge of Dublin Christian Academy, which he endowed at Dublin, N.H. On one occasion I drove him to a grass strip used as a landing field. He said: "I'll call you to pick me up after I land tomorrow, about 10 a.m." By 10:30 he hadn't phoned, and I became concerned. Shortly afterward he walked into his office and reported that he'd hitch-hiked so as not to interfere with my work on a book, *The Story of Steamtown and Edaville,* which I was then researching.

Nelson is quite a collector. There was a time when firearms caught his fancy; his assortment of Kentucky rifles is reputed to be the world's largest. More recently, at a cost of about $2 million, he assembled his present stable of iron horses—85, as I have said—a lot more than any other person or any railroad in America owns.

When Ellis D. Atwood was accidentally killed in 1950, leaving behind his possessions at South Carver, Mass., which included the nation's largest privately-owned cranberry bog, the profitable Ocean Spray cranberry business, and the Edaville Railroad (the first three

F. Nelson Blount, a qualified steam engineer, gives orders to crew. Partner, Fred Richardson, is standing back in the gangway.
Photograph by Ron Ziel

In this family group Nelson Blount looks somewhat like Franklin D. Roosevelt. Beside him are Bobby (glasses) and Teddy. Second row (left to right): Stevie, Judy (Teddy's wife), and Billie. In front: Carolyn and Ruth (Nelson's wife).

letters were his initials), the two-foot-gage line, which had served him industrially on week-days and with pleasure rides for tourists on week-ends, fell into his widow's hands. Despite Mrs. Atwood's best efforts, the rail line at South Carver, Mass., gradually declined.

Five years later, Nelson, a distant cousin of the deceased, bought his way into the Ocean Spray setup and took over the old-fashioned little railroad, which he and Fred Richardson had first visited a long time before. Apropos of his penchant for overdoing things, Nelson remarked, "I purchased a railroad so I could be an engineer."

Under his energetic management and personal enthusiasm, Edaville's advertising budget was doubled and its revenues jumped accordingly. One memorable day the two-footer carried 15,000 passengers!

F. Nelson Blount with a lot of money to spend, next turned to rescuing standard-gage steam locomotives from the scrap line. This crusade started in 1957.

"I was a little too late to preserve a Hudson type of the New York Central, a Jersey Central Camelback, or a Central Vermont 2-10-4," he says ruefully. But he does have a Nickel Plate 2-8-4, a Union Pacific "Big Boy," and several choice engines from the Boston & Maine and the Maine Central. The Reading's much-publicized 2124 and a Canadian Pacific 4-6-4 also are among the best pieces in his collection.

Today, only 45 locomotives can be seen at Steamtown U.S.A., the railroad operation he founded on the Connecticut River bank near Bellows Falls, Vermont. Still to come are a Norfolk & Western 2-6-6-4, the British Railways' *Repton,* and 55 other steamers, some from Europe, others from South America, which will boost his total above 100.

Besides being a major shareholder in Ocean Spray cranberries, F. Nelson Blount holds title to fisheries which supply the seafood used by Campbell's soups. The letterhead of his non-profit Steamtown reads like a "Who's Who" of American business. Its board of directors includes such big corporation executives as E. Spencer Miller, president of the Maine Central; Nathan C. Hubley, Jr., president of Carter's Ink Company, and William B. Murphy, president of Campbell's Soup Company.

Despite all his achievements, which are many, Nelson Blount, like the rest of us, is open to criticism. At a time when the common-carrier Green Mountain Railroad (the Rutland's old Bellows Falls branch) needs capital, its president, Nelson Blount, is outbidding other serious proponents of steam power for engines which already are safe from the cutting torch—not necessarilly rare engines, either, for he recently added another 2-8-0 to the four Consolidations he already had at Steamtown.

Nelson's ideas on historical preservation also are subject to review. You only have to see Steamtown's unsightly water tank, supported by concrete blocks, to realize this point. Yet when he restores a standard-gage steamer the result is quite handsome.

Religion plays a vital role in Nelson's life. It had been more or less routine until his wife, Ruth, was injured seriously in an automobile accident. Her recovery seemed so miraculous that he turned with deep feeling from what he called "Churchianity" to the simple teachings of Jesus, being convinced that these teachings alone could solve mankind's major problems.

And so, in addition to his other interests, Nelson became a preacher and a distributor of religious tracts. One by one, he converted to the old fundamentalist faith his wife and their five children: Ted, age 23; Carolyn, 19; Bobby 18; Stephen, 14 and William, 12, and even his partner, Fred Richardson. At this writing, he and Fred are carrying the Gospel to American troops in Vietnam, along with 25 other evangelical businessmen. This, you might say, is the spiritual culmination of the Nelson Blount success story. ●

Photograph by Ron Ziel

Blount and Richardson, 28 years after they wrote *Along the Iron Trail.*

This photo needs no caption; read the lettering.

Ex-Grand Trunk loco, later Canadian National 89, bought by Blount, en route from Rutland to Bellows Falls, Vermont.
Photograph by Ron Ziel

Somewhere in the crowd is Nelson leading an old-fashioned religious revival at Summit station, Vermont, on the Green Mountain Railroad. The 4-6-2, which was Canadian Pacific 1278 before he acquired her, wheeled excursionists to this locality.

ERIE STEAM POWER

by Robert R. Malinoski

WHAT emblazoned the fame of Harvey Springstead, Frank Farrell, Calvin Voorhis, Dennis O'Brien, and Matt Shay? Never heard of them? Those five men were among the elite engineers on the Erie Railroad who earned the proud distinction of running locomotives with their names gold-leafed on the sides of their cabs. Not even the fabulous Casey Jones was so honored by the Illinois Central.

The Erie's practice of naming engines for their runners began during the presidency of Fred Underwood (1901-'27) as a clever stroke of public relations. Too bad it was so rare in railroading!

Although the conductor has always been boss of the train, the engineer ruled his cab in those days, and some of the "hoggers" were tyrants. An engineer could accept or reject a fireman almost at will. If he disliked you or your work he could get another man. When a scoop-wielder failed to keep the "old girl" polished, for example, the engineer might pound over the road with his Johnson bar down in the corner to raise hell with the fire and give his luckless companion an aching back.

The irascible Harvey Springstead chased many a young man off the engine after only one trip, saying he was too small to keep up steam. Dennis O'Brien was tough, but fair. One pint-sized veteran remembers his first trip firing for "Uncle Denny." It was a hard test but it worked out okay. After topping the last hill and drifting down into Nyack, N.Y., the runner said, "You'll do"—a supreme compliment. Frank Farrell, now in his 90's, used to carry a

Robert F. Collins, 436 Radcliffe St., Wyckoff, N.J. 07481

Erie freight, 89 cars doubleheaded by 4025 (2-10-2) and 3359 (2-8-4, S-3), on Starrucca Viaduct, Lanesboro, Pa.

rifle to protect the crew from wild dogs along the Caldwell branch. These fragmentary bits of information give you an idea of the character of three Erie men whose engines bore their names.

Like all other major roads, the Erie had a diverse stable of iron horses. As late as the 1870's it boasted at least 85 different patterns of engines, predominantly 4-4-0's but also some Ten-wheelers, including Camelbacks. As bigger power became necessary for heavy, fast, passenger trains, the system's first Atlantics showed up in 1899. At first Baldwin built 18 Camelback 4-4-2's, all with Vauclain compound cylinders and modified Wootten boilers, as class E-1 in the 500 series. Then came 11 more. They proved so efficient that the Erie bought several more in 1902 and 1903.

To meet the increasingly tough needs of suburban traffic out of Jersey City, Baldwin produced 25 Ten-wheelers in 1903-'04. These were listed as class G-15 and numbered 950-974. Rebuilt years later, they performed well until shortly after World War II.

Because of their high firebox door, firing one was like aiming a rifle, so they were called "gun barrels." Several were named for their engineers: 955, assigned to Otto Miller on the Northern Railroad; 959, Frank Farrell's on the Greenwood Lake branch; 963, Calvin Voorhis's on the New York & New Jersey line; 964, Dennis J. O'Brien's, also on the Northern's Nyack-Jersey City run, and 970, assigned to Harvey Springstead on the main stem out of Waldwick.

The author: Bob Malinoski, E-L yard conductor, 133-F Tracy Place, Hackensack, N.J., 07601, born in 1934, has been railroading since '46. Collects trainsheets, employe timetables.

Erie shopmen at Hornell, N.Y., rivet over a crank-pin on locomotive wheel.
Erie-Lackawanna photograph

The situation changed sharply in 1905 with the purchase of six new engines. Class E-4 Atlantics 535 and 536 were Baldwin balanced compounds. No. 537 of class E-5 was a compound built at Schenectady. These three 4-4-2's, all highly successful, were the only Erie Atlantics to survive through World War II.

About that time, after testing a standard type borrowed from the Harriman lines, Erie bought three Pacifics, 2510, 2511, and 2512, class K-1. All were outstanding, so much so that in 1905 Rogers built 16 more of them, 2513-2528. The following year Rogers delivered 16 additional K-1's, numbered 2529-2553, and in 1908 Baldwin turned out the final K-1's, numbered 2554-2568. Built with piston valves, all of them used saturated steam.

These engines handled mainline passenger runs, replacing Atlantics, until they themselves were ousted by heavier and more powerful units. Beginning in 1912, all K-1's were eventually rebuilt at Meadville, Pa., with superheaters and Baker valve gear. They had, perhaps, the longest life of any Pacific type in this country, some being in service until steam's final days on the Erie in early 1954. Three 2500's were named: 2521 for John Carter on the Buffalo Division, 2531 for Harvey Springstead when Pacifics replaced Ten-wheelers on commuter runs, and 2561 for James E. Cooney on the main stem to Port Jervis.

Like other roads, the Erie had some very old freight power at the turn of the century: the usual assortment of Moguls, Ten-wheelers, and 2-8-0's. Between 1899 and 1909, the company bought over 500 Consolidations, beginning with No. 1400.

Perhaps the most unusual engines on the Erie at that time were five Camelback Decapods. Built by Baldwin in 1891, they had Vauclain compound cylinders and Wootten boilers. A sixth, turned out in 1893, was exhibited at the World's Columbian Exposition in Chicago. They were the most ponderous machines Baldwin had outshopped to that time. All were used in pusher service on the 8-mile line, with 1.3 percent grade, from Susquehanna, Pa., over the famous stone-arch Starrucca Viaduct to Gulf Summit. They were perhaps, the only Camelback Decapods ever known.

In 1907 Schenectady produced No. 2600, the first Mallet articulated compound 0-8-8-0 with a Camelback design. Two sisters were ordered soon afterward. These were among the last Camelbacks constructed for the Erie. Later they were rebuilt to 2-8-8-2's.

Switch engines in the early 1900's, when Erie acquired the unflattering nickname "Calamity Jane," were invariably 0-6-0's. They came from Baldwin, Cooke, Lima, Schenectady, and even the company shops at Meadville. Predominating was class B-5, dating back to 1904. Engines of this design were built up to 1912 and were known as "bobtails" because of the slope-backed tender. No. 106 won distinction by being converted to an oilburner at Secaucus, N.J. She toiled in various busy yards in the New York area to help solve the smoke-abatement problem, but was not popular at Newark, due to her high vibration rate rattling the dishes in a roadside lunch wagon.

By 1910 the Erie's power situation was pretty well stabilized. However, officials continued searching for more powerful and more efficient types, as motive power men all over the country were doing. Erie's management took a favorable view of Alco's huge experimental Pacific, No. 50000. This giant was outshopped in June, 1910, at Schenectady, which assumed all the expense of building her.

F. J. Cole designed her to reduce weight yet boost power and efficiency. An innovation was the cast vanadium steel cylinders, the first such application on any engine. She had 79" drivers and 27x28" cylinders, weighed a whopping 269,000 pounds, rated 185 pounds of steam pressure, and exerted 40,600 pounds of tractive force. Her 897 square feet of superheater surface was the greatest in any engine at that time. The screw reverse, too, was novel to American railroading.

Several roads tried her out. The 50000 had really been meant to be sold to the New York Central, but after many tests the Central officials were much impressed but unconvinced. Then the Erie tested her and was so pleased that it bought her in September, 1912, and numbered her 2509, class K-3, incidentally tabbing her "Big Liz" because of her size.

After being tested on various divisions, Big Liz was assigned to train 5's run from Jersey City to Susquehanna and right back on train 6 after only a 90-minute layover for servicing. This may have been the first engine anywhere to run regularly right through on two divisions.

Big Liz performed well and was truly graceful. Since she used less fuel and water while pulling heavier trains over longer distances, she actually set a pattern for large passenger power. Eventually her oil headlight was replaced by electric and still later was moved to the top of the smokebox. A feedwater heater, power reverse, and stoker were installed, while a Vanderbilt tender superceded the original rectangular one. After the arrival of bigger and mightier Pacifics, 2509 was downgraded to the Tuxedo train between Port Jervis and Jersey City.

Later, after being assigned to trains 51, 52, 61, and 64 on the same route, she wandered down south under lease to the Atlantic Coast Line; but after a while she returned to the Erie, worked there until shortly after the war ended, and reached the scrap pile in 1950.

Meanwhile, beginning in 1911, the Erie improved its freight handling with the introduction of the sturdy 2-8-2 type, class N-1, in the 3000 series. These Mikados replaced many engines that had outlived their usefulness. The Erie eventually got 155 of them from Baldwin, Lima, and Schenectady.

Then in 1913 the road bought five class K-2 Pacifics, 2900-2904, which were Lima's first big road power. Patterned after the 2509, they wheeled through passenger trains. Later, their drivers were narrowed from 79" to 77", but at no time were the K-2's popular with motive power men.

Also in 1913, the system received from Schenectady its first K-4's, numbered 2700-2709, and from Baldwin the 2710-2729. Next year 2730-2733 arrived to shoot their smoke plumes skyward. Although equipped with modern

superheaters, they still had piston valves. Toward the end of their service life they trundled heavy commuter trains out of the old Jersey City terminal and local freights throughout the system.

That same year is remembered as the time the Germans were turned back from Paris at the first Battle of the Marne and the year when Baldwin made history by delivering to the Erie the first Triplex 2-8-8-8-2 ever built. Numbered 5014, she bore the name of the great Matt H. Shay, honoring the Erie's oldest living engineer. This was undoubtedly the most talked-about engine in the country at that time.

She had a steam-driven tender and tractive effort of 160,000 pounds and could theoretically pull a train of 640 fifty-ton cars, stretched out over 4½ miles! On a test run she actually hauled 250 cars of coal weighing 16,125 tons. It is not generally known that a drawbar was pulled out on this publicity stunt. The 5014 was placed in the service for which she had been designed, pushing out of Susquehanna, Pa.

Two closely similar engines were delivered two years later. For a time these Triplexes were spliced in the middle of Erie's always-heavy freights. Mostly, however, they were used at the very end of the train. Oldtime engineers recall them as so immense that they could not be repaired at Susquehanna and had to be sent to the bigger Lehigh Valley shops at Sayre for major jobs. Usually only one was in service at a time, with the other two being tied up for repairs. To say the least, this was troublesome. One major fault was trying to keep such a big boiler tight. Also, they could seldom run up to Gulf Summit without taking water when working simple. They became so costly to maintain that

Rail Photo Service, 125 Kennedy Memorial Drive, Waterville, Maine 04901

Four Erie locos named for engineers: (top to bottom) 2561, the *James E. Cooney*; 970, the *Harvey Springstead*; New York, Susquehanna & Western 25, the *Philip E. Nixon*, originally built for Wilkes-Barre & Eastern; 4000, the *W. E. Hayes*.
From collections of Jack Davis and Walter A. Lucas

NYS&W 2443, S-2, one of the so-called Russian Decapods.
Photograph by Robert F. Collins

Erie 3129 wheeling freight near Mahwah, N.J., in 1947.
Photograph by R. P. Morris

they were retired in the early 1930's.

The 2-10-2 type originated in 1903. Erie joined the ranks in 1915 with another novel design, Baldwin engine 4000, class R-1, named for W. C. Hayes. She was exceptionally heavy (327,250 pounds on drivers, 407,000 pounds total engine weight). The R-1 had 31x32" cylinders, 200 pounds of steam pressure, 83,000 pounds of tractive effort, and 63" drivers, the largest yet placed on a Santa Fe type. She boasted many modern appliances such as brick arches, Schmidt superheater, Street stoker, Baker valve gear, and lighter-weight reciprocating parts, all of which gave her a satisfactory balance.

When she was given a run east of Marion, Ohio, home town of a future President, W. G. Harding, that section was the railroad's bottleneck, but the *W. C. Hayes* performed so well over the sawtoothed profile that the Erie ordered 33 more engines just like her.

Then in 1916 twenty additional 2-10-2's came from Alco and Baldwin, also ten more K-4 Pacifics, 2734-2743, and five additional 2-10-2's of the new class R-2 in the 4100 series. The R-2 was lighter than the R-1 but had more weight on drivers and the same tractive effort, cylinder size, and driver diameter. A major innovation was the first application of lateral-motion driving boxes, which were to become industry standard. They differed in appearance. R-2's looked stubbier, eliminated the twin sand domes, and had an open trailer truck. One retiree described them as "slow, but sure could pull, and rode like a bucking broncho."

In 1916 you could have got a free lunch with a nickel glass of beer, while firemen worked a 12-hour trick on switchers for $2.05. In that year also the Pennsy was breaking in its new K-4 Pacifics, the New York Central received its first Mohawks, and the Norfolk & Western completed the electrification of 30 miles in the Bluefield area. It was also the year of the 2-10-2, since the orders from all American roads for that type increased to 325 from a mere 75 the previous year.

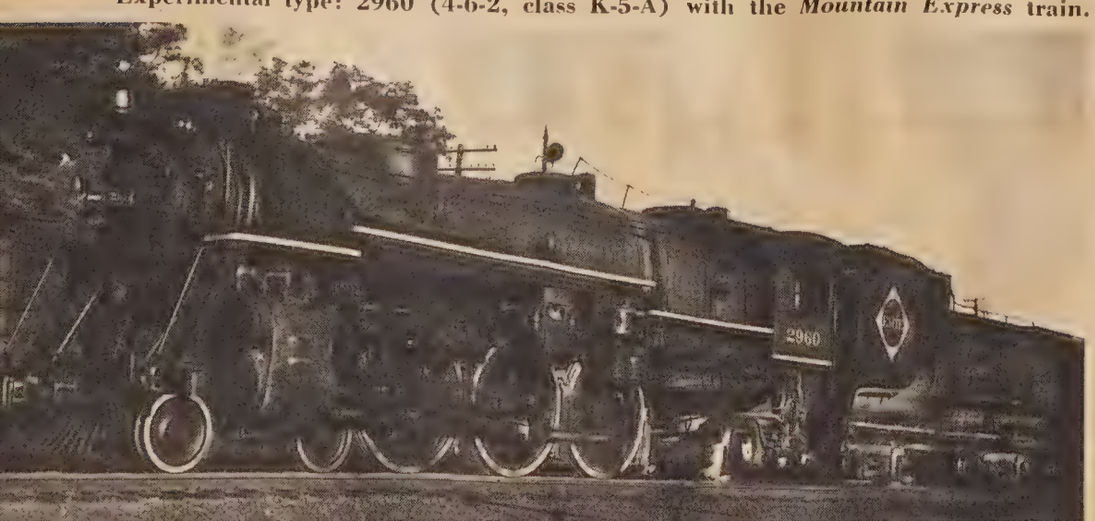
Of another batch that Erie got from Schenectady the 2905 was named for Sidney P. Luckey of the Delaware Division. Meanwhile the manpower situation grew worse while car and engine availability plummeted. Erie had 1375 men in service by year end. December weather was the most rugged in 50 years. Many engines froze. One veteran runner recalls being called to fire a train on December 31, 1917—a special to leave Jersey City at 1:30 p.m. for Ringwood—and didn't arrive there until after midnight because of a blizzard.

Railroads were practically in chaos, due to the volume of war traffic and shortage of power in the East. So, on December 26, 1917, President Wilson created the United States Railroad Administration. The USRA was the force behind the first standardized design of locomotives. In early 1918 a builders' committee drew up plans for 12 different locomotive classes. The first order was placed April 30th for 1025 units.

Baldwin delivered the first USRA engine, a light 2-8-2 numbered 4500 for the Baltimore & Ohio. In October the Pittsburgh works delivered to Erie 16 of the 120 0-8-0's ordered, 120-135, class C-1. Their tractive effort of 53,950 pounds was a vast improvement over the 33,600 of the B-5's. Oldtimers still in service fondly remember them. One man remarked, "All you had to do

Photograph by Robert F. Collins

Experimental type: 2960 (4-6-2, class K-5-A) with the *Mountain Express* train.



John Fontain built this quarter-inch scale model of Camelback in Erie shops.
Photograph by Vic Neal, Wellsville, N.Y.

was crack the throttle and they'd run away like jackrabbits."

Eventually, the USRA ordered 1930 locomotives but only 1856 were built. Erie received 25 heavy 2-10-2's from Brooks, 4200-4224, in February and March, 1919. These were R-3's. Around that time 15 heavy 2-8-2's were about finished for the Jersey Central at Brooks Works. Before delivery however, they were assigned to the Erie and became 3200-3214, class N-2. They were handsome, as were most USRA-built engines. The USRA ordered only 20 heavy Pacifics, all of which Erie received. They were the 2915-2924 by Baldwin and 2925-2934 by Alco's Richmond Works, all class K-5, built in 1919.

Before the first world war, Czarist Russia ordered from Alco and Baldwin 1230 2-10-0's, which was then Europe's standard heavy freight hog. Due to the Bolshevik Revolution, however, 200 were undeliverable. To ease the acute motive-power shortage before America's entry in the conflict, they were converted from 5-foot to standard gage and released to U.S. railroads at a rental fee of $50 a day. Eventually, in 1921, the Erie bought 75 of them and thus owned more than any other road.

The 2-10-0's forte was not speed, but power. With low-axle loads, they were well suited for branch lines with light track and bridge load limits. Used all over the Erie, especially on the Bradford Division and the controlled Susquehanna line, they proved ideal for heavy, slow service and where frequent stops and starts were required. An engineman's overalls almost caught on fire just from the heat of one of them. Each had a blind main driver which caused frequent derailments over certain frogs. On a trip to Green Pond Junction, one of them went "on the ground" three times.

In 1919 Erie had some engines on the roster built as long ago as 1877, hardly an enviable situation. By 1920, the peak year, there were about 70,000 steam locomotives in service on all U.S. railroads. Three years later the Erie bought 60 Baldwin locomotives. A slightly improved version of the K-4's arrived in new class K-4-A, 2744-2753, designed for fast freight. The road also bought 10 other Pacifics basically similar to the K-5's. These were 2935-2944, class K-5-A. The most visible changes in them were the smaller headlight, the Delta trailer truck, and a larger tender. Mikados 3155-3194, class N-3, completed the order. This was a highly developed type with a stoker, feedwater heater, power reverse, and booster. While the basic dimensions were similar to the N-2's, the N-3's were shorter but heavier, and not so good-looking.

By 1925, Erie had 1545 steam engines. Three locomotives were acquired in 1926. The first was an experimental 2-8-2, class N-3-A, outshopped by Baldwin, which also delivered the 2960, a bigger, heavier, and stronger Pacific. The third unit was something new called a diesel, numbered 20, a 300-hp Alco-Ingersoll-Rand engine.

On January 1, 1927, John J. Bernet became president of Erie, which at that time had over 1000 engines, many of them obsolete. Bernet set up a program of locomotive improvement unparalleled in steam days. He was much impressed with the performance of Lima's super-power locomotive A-1, the first 2-8-4 ever built, but wanted something bigger, stronger, and faster. The A-1's overall dimensions were enlarged in 50 monster engines in two distinct classes which were ordered by the Erie Railroad.

Alco's Brooks Works delivered the S-1's, 3300-3324, while Lima completed the S-2's, 3325-3349. There were differences, of course. The S-1's were lighter but had more weight on drivers, less boiler pressure, and ran at a higher cutoff.

Furthermore, they had less tractive effort, had a Commonwealth Delta trailer truck, and measured 16'4" to the top of the stack. The Erie's famous diamond trademark was applied to an engine tender for the first time on these locomotives.

For Erie historians, 1927 was the year of 3300's, although 0-8-0's numbered 200-220 also were acquired. The third batch of 2-8-4's arrived from Baldwin in 1928 with class S-3, 3350-3384. Class S-3 had an angled bell-hanger, presenting a nicer appearance than the

No. 3329 (2-8-4) with the *Erie Limited*. Officials always disliked black smoke.
Photograph by Vic Neal

No. 1675 (2-8-0, H-21-A) hauled four loads, 22 empty hoppers, and caboose 04717 on this run east of Avoca, Pa., in 1950.
Photograph by the author, Robert R. Malinoski

Erie shopmen at Hornell are engaged in a leisurely repair job on the 2526.
Erie-Lackawanna photograph

platform on the earlier engines, and also a larger tender.

The final twenty 2-8-4's arrived from Lima in 1929; numbered 3385-3404, class S-4. Fifteen more C-3 0-8-0's, delivered by Baldwin that year, had big 20750-gallon and 27-ton tenders. These tenders were then applied to S-1 and S-2 to lengthen distance between water stops. The motive-power situation was good. Erie had the distinction of owning more 2-8-4's than any other road, a total of 105.

The Chesapeake & Ohio borrowed the 3377 for tests. Although she did a remarkable job, she just wasn't powerful enough to trundle 160-car coal trains of about 12,000 tons from Russell to Toledo. However, she formed the basis for C&O 2-10-4's, with addition of another pair of drivers and increased other dimensions. These engines had the Erie "look" of angled bell-hanger, plain smokebox front, hooded headlight on centered front, shielded air pumps on pilot deck, and boiler-tube pilot.

After the first 2-8-4's arrived it was obvious that the K-4-A's were inadequate for fast, heavy, freight service. They were then sent to Meadville shop in 1928 and rebuilt with stokers, drivers increased to 75", reclassified to K-4-B, and did well in passenger service.

The 3300's had a profound effect on Erie operations. Freights ran with more tonnage and got over the road much faster and on less coal. Superintendents ordered trains to run without taking water as long as they could make the yard-limit board. Pushers based at Suffern shoved ponderous eastbound trains "up Ramsey." When the 3300's arrived and got a good swing, pushers couldn't even catch those trains, so that practice was soon eliminated.

Men and engines were still among the Erie's most important assets. Witness these two events from official records: "While Otto Sickinger was firing

No. 2937 (4-6-2, K-5-A) with the *Erie Limited.*
Photograph by the author

No. 3315 (2-8-4, S-1) with westbound freight at Gulf Summit, N.J.
Photograph by W. R. Osborne

Great smoke clouds fill the sky as the giant Berkshire 3300 trundles string of freight cars into Susquehanna, Pa., yard.
Photograph from Erie–Lackawanna archives

Erie 0-6-0 switcher No. 94 hides behind a lot of steam (place and date unknown).
Collection of Jim C. Seacrest, 2101 Birchwood Rd., North Platte, Neb. 69101

engine 2929 on train 4, a piece of iron became wedged in right elevator of the stoker at Graham. He fired the locomotive by hand (about 80 miles) and the train reached Jersey City on schedule."

"Engineer C. L. Wheeling was commended for operating NY-78, engine 3190, comprising 127 cars and totaling 5207 tons, over the Ramsey grade without assistance and yarding the train in three different tracks at Croxton without taking water from the time of departure from Port Jervis."

When your author asked engineers if any changes were made in the 3300's, one man replied: "Hell, they were such a good engine, there was no need to change them." All agreed they were the best engines Erie ever had.

The Erie's most important motive-power event in the 1930's was the testing, in 1931, of the Timken roller-bearing 4-8-4. This engine, numbered 1111, and nicknamed the Four Aces, made 28 trips in passenger service between Hornell and Marion and many freight runs for a total of 3,058 miles. The Erie management was impressed but unsold.

In 1939 two separate diesel switching classes appeared, engines destined to start the decline of steam. Alco-GE delivered 660-hp 302-305 while EMC produced the 401-403 of 1000 hp. Both were successful; 401 and 402 are still operating in Croxton Yard, where your author is working as a yard conductor.

On May 12, 1940, the giant IBM Company ran special trains from the Triple Cities (Binghamton-Johnson City Endicott) to the New York World's Fair. The third section with the 2918 had stopped at the Port Jervis station when she was rammed from behind by the fourth section with the 2960 and a consist of borrowed PRR coaches. The engineer had run a red block! The 2960 was badly damaged in this collision and it was decided to rebuild her.

All class K-5-A's eventually were modernized. This project was the last major work done to Erie steamers. They received new one-piece cast-steel engine beds with the cylinders, air-pump brackets, and guide-yoke cross-ties cast integral, Boxpok driving wheels, and Franklin boosters, and were given larger tenders. Some received roller bearings.

These improvements were designed to increase the availability and reduce maintenance costs. The engine runs were lengthened to cover the complete Jersey City-Marion trip of 730 miles, the longest regular steam passenger run out of the New York Metropolitan area. They covered this run consistently well; After modernization, they became, in your author's personal opinion, the most beautiful steam engines ever to turn a wheel. Being then too large for the Jersey City turntable, the K-5-A's had to be turned on the wye at OS tower.

The Erie's bottleneck was always the 212-mile section between Marion and Meadville, with a 1.1 percent ruling grade. The 3300's had a tonnage rating of 2800. When tested there, EMD's 5400-hp FT-model hauled trains of up to 5000 tons. That meant that eastbound freights would not have to be split into two trains at Marion, thus cutting train-miles in half. Six sets were ordered for 1944 delivery, 700-705.

In 1947 Erie received more road diesels. Three-unit 4500-hp EMD FP-3's numbered 800-806 displaced the K-5-A's in through passenger service. This, perhaps, was the saddest blow of all. Alco 6000-hp units 725-733 went in service between Croxton and Hornell. Shortly later, they swapped territory with the FT's, putting the newer, more powerful units on that troublesome Marion-Hornell run. The 3300's were downgraded to secondary runs, but protected all service on the Marion Division, where they could and did handle same size trains as the diesels. The K-5-A's had shorter tenders substituted. After being placed in secondary train service, they eventually went on New York Division express runs.

Erie's chronology of engine progress continued—but with diesels. By 1949, only 750 steamers remained on the roster. Last steam runs started appearing in 1950, such as the 3168 winding up steam operations on the Bradford Division on October 6th.

Your author's final day of taking pictures of Erie steam in action was September 24, 1953, nearly 14 years ago. The run on the NJ&NY consisted of train 601 with engine 2519, train 603 with the 2530, train 605 with the 2739, and train 607 with the 2521.

Ordinarily, St. Patrick's Day is a time of gay celebration, especially for the Irish. But in 1954 it was a day of sadness and gloom for steam fans, since it marked the last live-steam operation on the Erie Railroad. Engine 2530, not even polished for the occasion, made the farewell run—out of Spring Valley, N.Y. Hardly anyone realized then that never again would a smoke plume from an engine stack drift over the Erie's right-of-way. That same afternoon usurping Alco geeps took over the west-

Collection of H. K. Vollrath, 8938 Maple Dr., Shawnee-Mission, Kan. 66207
Erie 372 (Baldwin, 1873) pulling train No. 1 from New York to Buffalo in 1891.

Rarely has any 2-10-2 helped a passenger train, as No. 4025 (R-1) did with the 2918 (4-6-2, K-5) on August 3, 1941.
Photograph by Robert F. Collins

bound runs: official end of Erie steam.

Later, as a patriotic gesture, the road donated steamer 2524 to the Republic of Korea to help in the rehabilitation of that war-ravaged country. Whether she was scrapped or is still pounding over the rails is a matter of speculation. Possibly some reader can tell us. In any event, she was (or is) the last Erie steam engine in service anywhere.

Koreans removed every builder's plate from the engines sent to them; so even railfans like James G. Bogle, now a retired colonel, could not identify the Erie's old 2524.

Looking back over the era, we note the progression from light 4-4-0's, Cambelbacks, and bobtails to the unique Big Liz, the USRA's very successful engines, the incomparable super-power Berkshires, and the handsome K-5-A's. All were emphatically Erie. We regret that not one of them has been preserved for display.

Looks like a "caboose hop." We see the 4013 (2-10-2 type) with a crummy at Graham, N.Y., on St. Patrick's day, 1946.
C. William Jernstrom, 822 Pelham Dr., Fort Wayne, Indiana

Steve Maguire's TRANSIT TOPICS

No. 102 of the Atlantic Shore Line hauls three Boston & Maine flatcars along Summer Street in Kennebunkport, Maine. This photograph by O. R. Cummings appears in his newest book, *Atlantic Shore* Trolleys, which is reviewed on page 34.

MASSACHUSETTS Bay Transportation Authority under General Manager Rush B. Lincoln, Jr., continues to make news with improvements and innovations, primarily in rapid transit, least of which is a new abbreviated symbol for its operations in more than 70 municipalities. Montreal has it Metro, Pittsburgh its PAT, and now the Boston area has "T" (formerly MBTA).

Stephen D. Maguire

As a start, the "T" has cut out duplicating station names. Where a single station might have had 3 different names for a single stop, depending on whether it was rapid transit, trolley-subway, or direction of travel, now there is only one. Thus Union on the Everett line, Friend on Forest Hills-bound cars, same route, and Haymarket on many trolley-subway routes, were actually the same station. They are now all Haymarket.

Even more important, each "T" rail line is now distinguished by a separate color while all buses and trolley coaches have destination signs indicating by color which rapid transit lines they connect with. They also have route numbers for the first time in many years, according to *Roll Sign,* publication of the Boston Street Railway Assn., P.O. Box 102, Cambridge, Mass. 02138.

The "T" will buy some second-hand PCC cars for its Mattapan-Ashmont service, which is virtually a 4-mile shuttle between Ashmont terminal and Mattapan Square having no direct connection with the rest of the system. This line is unusual in other ways also. Fares are not collected on the cars but only on leaving or boarding them at Ashmont.

For years the line used end-door trolleys from Dallas, Texas, the first second-hand equipment MTA ever bought. Then, for a while, newer PCC's replaced the old trolleys but eventually were taken back to Boston and the Dallas cars re-appeared. Now, reports Ray French, a former MBTA motorman, and Ron Salters, the "T" will buy 20 or 25 second-hand PCC's for the Ashmont-Mattapan shuttle from Toronto to Pittsburgh. The cars from either city would have to be re-gaged to standard from 4′ 11′ or 5′ 2″ respectively.

According to General Manager Lincoln, who is energetic and progressive, the purchase would be only a stop gap to tide the company over until modern, articulated, Europen-type cars can be obtained by the "T."

Remember our telling you about the experimental carpeting recently installed on two MBTA subway cars? Well, says Jim Crimmins of Exeter, N.H., tests with a hot-iron plate laid under the carpet revealed a crumpled rubber backing and much smoke. Besides, many thoughtless riders made cigarette burns on the carpet, so it has been removed.

A FORMER Denver motorman recalls how he averted a tragedy many years ago. On a warm morning in June, 1921, motorman Charles F. Hubbard was at the controls of Denver Tramways No. 38, heading from Englewood, to downtown Denver.

"Running at full speed, maybe 40 miles an hour with 9 points on the brass," he writes, "I saw a man about 400 feet ahead of me wheeling a baby carriage, crossing the street, and I had a hunch he wouldn't stop for my car. So I threw off my controller and applied my air brake. Fortunately, the rail was dry and No. 38 was in good mechanical condition. I stopped her as quickly as I could, but just then my trolley fender bumped the wheels of the perambulator and tipped it over, spilling the baby onto the track.

"Leaving my reverse lever on center and brake valve full on, I ran out, picked up the infant, and brushed off its blanket. The baby wasn't even hurt and didn't utter a sound. I can still see those big blue eyes looking at me as I put it back in the go-cart. My conductor then wheeled the carriage to the curb, and what I said to the man who had been pushing it couldn't be printed. I have often wondered who the child was. If still living, it is now an adult and probably married."

CORPUS CHRISTI photo in our April department was made after the hurricane of September, 1919, according to Harry B. Adams, Del Mar College History Dept., Corpus Christi, Texas.

For the first year since the National Safety Council began keeping records in 1923, not a single fatal streetcar accident was reported to the council last year.

E. HARPER CHARLTON of Baton Rouge, La., comments on quotations from friends of his in the *Interesting Railfans* article in May issue. He denies harboring a grudge against Brill, saying: "Brill never did anything to me. Brill was a progressive firm and turned out good products, but it has been overrated. Many things of a mechanical nature, principles, and designs—such as monitor roof, the true single-truck frame, motored double-truck, convertible (full) and semi-convertible cars, and the principle of so-called maximum traction—have been erroneously attributed to Brill. All these examples had been applied before Brill employed them.

"*Concentrated* traction is a more apt term than 'maximum traction.' Maximum traction cannot be achieved with idler axles. All axles must be powered to obtain the utmost tractive effort. Various fabricators referred to these trucks as 'one-motor' or 'single-motor', but popular fallacy seemed to prefer the term 'maximum traction.' The first engineer to apply concentrated effort was Anton Reckenzam at London in 1884, with an offset bolster on an equal wheel bogie (double-truck). He never used the term 'maximum traction.'

"The 11 series and the 22-E series of pony-wheel trucks were far from satisfactory. The 39-E was the best of Brill's pony-wheel trucks and, all in all, did a good job. Five makes of pony-wheel trucks, produced in large quantities, saw quite a bit of service in the U.S. and abroad. They were St. Louis 13, Maguire 3, Peckham 14D-8, Baldwin class M, and Brill 39-E. Yet when maximum tractive effort was required or desired, the double-truck (bogie) with both axles powered was best for the job. For slow speed and moderate grades the pony-wheel was used for many years. It was restricted in speed and power."

Girl mentioned in Brazilian song hit, *The Girl from Ipanema*, may have ridden this trolley to Ipanema district of Rio de Janeiro. Now she rides trolley-bus.
Allan H. Berner, 871 Aberdeen Rd., Bay Shore, N.Y.

"YEARS ago," writes Grahame Hardy, Box 622, Carson City, Nev. 89701, "I had a good list of collectors of electric railroadiana, but this is so outdated that I am trying to get together a new list, and I hope readers will cooperate. In the near future I plan to put out an auction catalog of electric material only."

THE BLIZZARD of January 26th and 27th cost the Chicago Transit Authority over $1,425,000, mostly spent to get surface buses running again. At the height of the storm more than 700 buses were stalled in snowdrifts; 75 were vandalized so badly while stranded in the streets that they had to be towed in and repaired at a cost of almost $85,000!

CTA could not get through the heavy drifts with its own plowing and towing fleet. It had to spend $400,000 to *rent* other equipment to do the job. Another expensive item was spreading about 23,000 tons of salt on the snowy streets, for the CTA laid out some $175,000.

Even so, CTA's general manager, Thomas B. O'Connor, stated; "At the worst of the storm, virtually nothing was moving except the elevated-subway trains. At times only 60 percent of the rapid transit system was in operation and many trains were delayed, but the elevated-subway trains still proved their value as the backbone of public transportation."

With road traffic halted in wide areas during the heavy snowfall, a major cause of air pollution was demonstrated. The *Asbury Park Press* in New Jersey editorialized as follows:

Collection of J. C. Burchard, P.O. Box 293, East Haven, Conn. 06512

How many readers remember the old Fort Wayne & Wabash Valley Traction Co.? No. 504 of that system, pictured under the trolley terminal trainshed at Fort Wayne, Ind., was equipped with a small buffet kitchen and lounge compartment.

Atlantic Shore Line car 58 on right-of-way near Route 1 at Kennebunkport near the home of the present Seashore Trolley Museum.
Photo on cover of Cunningham's book, "Atlantic Shore Trolleys"

Louis E. Galitza, no address given, sent us this photo. Can any reader identify the oldtime trolley car or the name of the company or spot where the picture was made?

"The best documentary proof of the stultifying effects of automobile fumes on the population of a big city came as an aftermath of the blizzards that struck first Chicago and then New York. The storms cleared the air because automobile traffic was almost at a standstill and exhausts were not emitting foul air.

"Pollutants from vehicle exhausts dropped more than 90 percent. Filth in the air of all types was down 35 percent. In Chicago, carbon monoxide, deadliest of the exhaust gases, measured 48 parts per million of air during traffic rush hours a year ago, nearly half of what the average person can tolerate in an 8-hour working day. During the storm it measured less than one part per million.

"The snowstorms convinced big city dwellers, if they needed proof, that their respiratory difficulties normally are due to air pollution. The snow country, across the northern tier, and the mountain regions, should become new tourist meccas for those incapacitated by smog. They know now their relief is where driving is at a minimum and gas emissions are all but unknown."

NO. 453, a reconditioned New Orleans trolley, presented to the Louisiana Tourist Development Commission, is now on display in the city's French Market, writes Wilbur T. Golson, 5465 Washington Ave., Baton Rouge, La. 70806.

Built by Brill in 1906, (the year of this magazine's birth), the car was retired in 1935 but was used many years for training motormen at the Napoleon shops. In the restoration job, NOPS had to fabricate some replacement parts and even bought an old-type fare register from the Chicago Transit Authority. Since the trolley will not run again, its weight was cut down by removing motors and brakebeams and substituting plywood replicas of them.

No. 453 has attracted nation-wide attention because of a Tennessee Williams' play (and movie), *The Streetcar Named Desire*. It was pictured in *Railroad's* April '67 issue.

BELT BUCKLES with choice of initials and several streetcar emblems are sold by Vincent Della Torre, 22 Dante Pl., Waldwick, N.J. 07463. Also available are razor kits, watch fobs, and key chains, all with a choice of streetcar design.

"I WAS tickled with E. Jay Quinby's account of Cecilia Clapp rescuing a disabled car at Seashore Trolley Museum last fall, (Feb. issue)," writes Seashore member Frank Johnson, Jr. "I missed that joyous trip. Had I been aboard, there might have been no story to tell. Cecilia was my instructor in breaking in on that type of car a year before. At that time, in talking to a few students, she stressed the eccentricity of the second circuit-breaker on the single-ended car that had once been a double-ender".

New Electric Publications

Anyone fascinated by Maine and especially its rugged seacoast will probably enjoy *Atlantic Shore Trolleys*, a staple-bound 56-page book, 8½x11", illustrated with photos and maps. You can buy this work for $2 from the author-publisher, O.R. Cummings, 105 Theresa Court, Manchester, N.H. 03103. Or if you want it bound with *Trolleys to York Beach*, the story of the Atlantic Shore Line's Western Division, also well illustrated, the price is about $5, depending upon binding costs.

But *Atlantic Shore Trolleys* has a lot more value that just a history of the line's Eastern Division, interesting though it is. This one tells of the line on which the Seashore Trolley Museum runs its cars, the right-of-way extending from Kennebunkport to Biddeford, and an account of the museum itself.

It all started in 1893 as the Mousam River Railroad, running from Sanford to Biddeford and south to York, Maine, which wound up as the York Utilities Co. and provided passenger service until Feb. 7, 1947. That service ended when a car jumped the track and almost ran into the Mousam River. The diesel which replaced the electric locomotive at that time continued to operate until 1961, when the scrapper who controlled the line moved to more fertile fields. Fortunately, the museum got six of the line's last pieces of equipment. You'll find the whole story in Cummings' new book and it's well worth reading.

Comments on our review (in March issue) of *The NOT&L Story*, by Bob Korach and James L. Blower, come from the latter, who lives at 308 S. Rose Blvd., Akron, Ohio 44313.

"Due to the modesty of Joseph M. Canfield," Jim writes, "his name was not listed with the credits. Joe prepared the Stark Electric portion and stories on smaller lines. He also wrote the picture captions and, with James D. Johnson, edited the script. Likewise deserving commendation is Dudley Weaver of Kent, Ohio, researcher on the Akron city lines. Frank Davidson, a former NOT&L motorman and occasional motorman on the Columbia Park & Southwestern at Olmsted Falls, Ohio, supplied much data for preparation of the track maps, a tough job because of inadequate company records."

Jim Blower adds that passengers often called the service "NOT" and "The Traction." He says NOT&L was America's first high-speed, long-distance, interurban line. The *Electric Railway Journal* referred to it as such in about 1907. The fact that before the substation era the line required two powerhouses lends some credence to this. About a year after NOT&L opened on Sept. 1, 1895, its cars were equipped with four motors instead of the customary two, permitting high-speed operation.

At this date it seems impossible to prove which interurban line was actually first. NOT&L's predecessor, the Akron, Bedford & Cleveland, with 35 miles of track, may well have been No. 1 of the high-speed inter-city routes. Among the other lines for which "first" claims have been made are:

Newark & Granville Street Ry. (Ohio), 1889, only 5 miles

Fidalgo City & Anacortes Ry. (Wash.), 1891, 11 miles, abandoned 1893

Canton & Massillon Electric Ry. (Ohio), 1892, 7 miles

East Side Ry. Portland-Oregon City (Ore.), 1893, 12 miles

Sandusky, Milan & Norwalk Ry. (Ohio), 1893, 17 miles

Cleveland & Berea Ry. (Ohio), 1894, 10 miles

Lorain & Elyria Ry. (Ohio) 1894, 11 miles

Cleveland, Berea & Elyria Ry. (Ohio), 1895, 33 miles

International Traction Co. (N.Y. State, Buffalo-Niagara Falls), 1895

The last two names are suggested by Max E. Wilcox, 429 West Ave., Elyria, Ohio. Anyone interested in getting *The NOT&L Story* can buy it for $10 from CERA, P.O. Box 503, Chicago, Ill. 60690.

ASK BARBARA: Railroad questions are answered here by our research expert—as many as space permits. Top priority is given to subjects of general interest. Address Miss Barbara Kreimer, *Railroad Magazine*, 205 E. 42nd Street, New York, N. Y. 10017. No replies are sent by mail.

INFORMATION BOOTH

1 ***Where are the four 4-8-4's that Reading used on its "Iron Horse Rambles?"***

No. 2124 went to Steamtown USA near Bellows Falls, Vt. A company in Baltimore, Md., bought 2101. The 2100 and 2102 were taken off the roster and put up for sale; prospective buyers can see them in the Reading, Pa., roundhouse.

2 ***I am seeking details of the wreck at Beloeil bridge, June 29, 1869. Was it Canada's worst rail disaster?***

Yes. On that night William Burney, nicknamed "Flying Bill," was pulling a Grand Trunk immigrant special of 11 cars loaded with 354 passengers and their household goods. They had come from Germany by ship that night before, landing at Quebec, and were bound for Montreal and points west, most of them apparently planning to homestead in Canada.

The night was clear and pleasant. At 1:15 a.m. the train reached St. Hilaire and the drawbridge that crossed the Richelieu River to Boloeil, about 21 miles from Montreal. Then tragedy struck, primarily due to Wild Bill's lack of knowledge of the road and the lack of a full crew. Burney had run the special from Point Levi (South Quebec) to Richmond, expecting to be relieved there. But a big party was being held at Richmond that night and the callboy couldn't round up a full crew. After some delay, the locomotive foreman persuaded Burney, against his better judgment, to take the special on to Montreal.

At St. Hilaire he stopped for water. The track there curved sharply at a right angle onto the bridge. The only signal at St. Hilaire was a lantern, showing red or white, on the swing span itself; but because of the curve and thick woods Wild Bill could not see it until his train was actually on the bridge.

Boats had the right of way by law but usually conceded that right to regular trains. Normally, all trains descended the hill onto the bridge with a brakeman standing by and the train under full control. But the special had only one brakeman, who was busily trimming a lamp. Presumably Burney misjudged the steepness of the gradient and accelerated too rapidly. When he saw the red lamp it was too late. The train plunged into the open draw, killing 97 passengers and the conductor, fireman, and brakeman, and injuring about 200 others. It would have been better for Burney if he had been killed also, for the horror drove him insane. For years he wandered aimlessly about Montreal, broken in spirit and known to all as the engineer of Canada's worst rail disaster.

3 ***Do you know which railway station is the world's oldest?***

We're not sure, but research indicates that the oldest is the Baltimore & Ohio depot at Ellicott City, Md., about 30 miles west of Baltimore. Although it dates from 1831, this one is not a museum. It still serves trains. You'll find plenty of "atmosphere" here: old ticket window and ancient benches on which passengers sat while waiting for "the steam cars." Outside, you can see remains of the turntable, that reversed locomotives for the return trip to Baltimore, built when Ellicott City was end of the line.

4 ***Give me figures on the dwindling numbers of men in U.S. engine service in the past 20 years?***

According to the Interstate Commerce Commission, 40,382 engineers and 44,142 firemen were employed on Class 1 roads in 1935, broken down as follows: Passenger service: 8,884 engineers, 8,102 firemen. Through freight: 12,415 engineers, 14,947 firemen. Local and way freight: 6,569 engineers, 7,275 firemen. Yard service: 12,514 engineers, 13,818 firemen (Note that in all services except passenger there were more firemen than engineers. Why?)

Ten years later, as a result of World War II, the figures jumped to 49,195 engineers and 51,175 firemen, broken down as follows: Passenger service: 8,239 engineers, 7,490 firemen. Through freight: 15,082 engineers, 16,646 firemen. Local and way freight: 7,528 engineers, 7,833 firemen. Yard service: 18,346 engineers, 19,206 firemen. (Here again firemen outnumbered engineers in everything but passenger service.)

The year 1955 showed 44,026 engineers and 45,443 firemen, divided as follows: Passenger service: 6,849 engineers, 6,172 firemen. Through freight: 12,015 engineers, 13,053 firemen. Local and way freight. 6,883 engineers, 7,005 firemen. Yard service: 15,803 engineers, 19,213 firemen. (Again more firemen except on passenger runs.)

Figures for 1965: only 35,121 engineers and 21,768 firemen. Passenger service: 4,006 engineers, 4,426 firemen. Through freight, 9,896 engineers, 6,507 firemen. Local and way freight: 5,968 engineers, 3,295 firemen. Yard service: 13,251 engineers, 21,768 firemen. (In that year, firemen outnumbered the engineers in passenger and yard services but not on freight.)

5 ***A brief history, please, of the Bloomsburg & Southern.***

Company was incorporated Dec. 27, 1883, to run between Bloomsburg and Jamison City, Pa., 28.91 miles. Forty years later it had 4 locomotives, 6 passenger cars, one service car, and 3.38 miles of sidings. B&S is now part of the Reading Company.

6 ***Is the Mississippian Railway still steam-powered?***

Yes, at this writing, but will probably be fully dieselized before you read these words, Al Shade reports that steam loco 77 will be retained for stand-by service while 76, in need of a flue job, will be sold. The Mississippian is a freight-only line linking Amory, its headquarters, with Smithville and Fulton, 24 miles.

7 ***How many North American railroads built diesel locomotives?***

Sy Reich knows of only 4: the Pennsylvania, the National of Mexico, the Southern San Luis Valley, and, in Canada, the Oshawa Railway. The Oshawa and SSLV each built one unit. He doesn't know how many Mexico built, possibly not more than 2 or 3.

As for the Pennsy, Bert Pennypacker

writes: "PRR built 3 internal combustion locos in its Altoona Shops. They were tiny 0-4-0 box-cab style switchers, similar in appearance to the B1 class electric switchers. Nos. 3905 and 3906 came from Altoona in 1928 as class A6 with Winton 148 gasoline engines rated at 400 hp. Two years later, No. 3907, class A6b, was built with a 450-hp engine. The trio represented just about the tiniest engines PRR ever operated, each weighing 65 tons and being less than 27 feet long. In those early years of internal combustion power, both small locos and rail passenger cars varied in having gasoline or fuel oil plants. These Pennsy switchers burned gasoline.

"However, in 1947 the 3907 got a legitimate diesel engine in the form of a new Hamilton 68-SA six-cylinder prime mover. For many years this loco worked out of Haws Avenue, Norristown, Pa., where the railroad in the 1930's also conducted experiments with a unique, two-car, lightweight, stainless-steel, passenger train with 24 pneumatic rubber tires. At Hawes Avenue, they had an oldtime gasoline-station type pump to refuel the 3907 and railcars.

"The two A6 switchers spent their lifetime along Manhattan's waterfront piers. Many railroads in the New York terminal area acquired early gas or diesel locos because that kind of power reduced fire hazards around waterfront piers besides providing lighter axle loadings and obviating the need for space-consuming fuel facilities in crowded terminal areas. The three Pennsy switchers had 50-inch drivers and a top speed of only 20 mph, and were scrapped years ago."

8 ***Print the words to "The Little Red Caboose Behind the Train."***

Two poems have that title, one "anonymous," the other by James William O'Connell. Here is the latter:

In the year of '99, the days of "Auld Lang Syne,"
The indicators then were still around.
The loads we used to haul up Sante Fe hill would stall,
But the good old days are gone forevermore.
It was fifteen miles an hour, not another ounce of power.
The hills we doubled o'er and o'er again,
And we used the link and pin, it was quite different then
In the little red caboose behind the train.

It was a dirty trick when on Snowball Hill we'd stick,
And the wheels would fly around with fire and flame,
But the indicator swore we made forty miles or more
With that little red caboose behind the train.
There's a scarcity with tramps, they travel now with stamps,
Though the brakies search them o'er and o'er in vain,
Still we hear the fearful cry, "The Con is mighty dry,"
In the little red caboose behind the train.

The wheels are getting flat from sliding down the grade.
The brakies do nothing but complain.
Still that little music box, the indicator, clocks
With the little red caboose behind the train.
Since the indicator rage; we're dying of old age.
We'll never see our wives, nor sweethearts again.
We began when we were young and we'll die before we're done,
In the little red caboose behind the train.

9 ***A friend of mine is working on the Boeing Railroad near Everett, Wash. I never heard of it before. Please explain.***

This 3-mile industrial spur, which began operating last November, links the Great Northern's main tracks on the Puget Sound shore near Everett with the Boeing Co. plant now being built high above it to manufacture Model 747 superjets. Thus an outfit whose product is airplanes is also in the railroad business.

Building the spur was quite an engineering feat. The line was laid up a gulch which rises 500 feet from the GN tracks at Mukilteo, Wash., to the plant site. The roadbed has a constant grade of 5.6 percent, making it the second steepest standard-gage line in the United States. (The steepest is a Pennsylvania Railroad spur near Madison, Ind., 6.3 percent.) Boeing Railroad grade is so precipitous that the front of a climbing locomotive is 3 feet higher than the rear.

The roadbed was put through what a newsman termed "some of the rawest land to be found anywhere." One survey crew required 3 hours to claw and hack its way through the undergrowth from the Boeing site down to the beginning point of the line. Later, "gandy dancers" laid 8 miles of drainage to protect the roadbed from water runoffs.

Structural steel and other materials for the massive buildings now being erected on the site are moving upward by rail over the spur. In a few months, flatcars will carry aircraft parts on their way to being airplanes.

10 ***Mention some important railroad event that happened on a June 15th (my birthday).***

Here are several. In 1844 Switzerland's first railroad was opened. In '72 America's first narrow-gage common carrier, the Denver & Rio Grande, began operating between Denver and Pueblo, Colo., 43 miles. Exactly 30 years later the New York Central inaugurated its *20th Century Limited.* And in 1933 America's second longest 2-foot-gage, the Wiscasset, Waterville & Farmington in Maine, made its last run. (Longest such line was the Sandy River & Rangely Lakes, also in Maine.)

11 ***What is the Alberta Resources Railway? I can't find it in the Official Guide nor on any map.***

This new 111-mile line is being built by the Canadian National Railways and financed by Alberta's provincial government to tap rich coal and gypsum deposits in the muskeg-studded wilderness of northwestern Alberta. A helicopter loaded with very modern electronic equipment was used in surveying the route. Cree Indians clear brush along the right-of-way. Tracklaying began last summer and should be completed early next year. Rails and ties are laid by an automated, self-propelled, gigantic, tracklaying machine which works even in darkness with the aid of floodlights.

The route starts from the CNR main line west of Hinton, 180 miles west of Edmonton, capital of Alberta, and only a few miles east of the entrance to popular Jasper National Park. It angles northward to upper reaches of the Smoky River (which in turn runs north into Peace River and eventually into Lake Athabasca, far to the northeast).

Estimates of coal reserves in the Smoky River area range to more than 3,000,000,000 tons. This, of course, is a wild guess; but there is enough coal, not to mention major gypsum deposits and timber stands, to warrant building a railroad. The actual area designated for rail service is about the size of New Jersey. If the line should prove profitable, as is confidently expected, it could be extended to connect with Great Slave Railway, now serving the development of huge lead and zinc deposits in the Northwest Territory north of Alberta.

CNR has a 20-year lease on the Alberta Resources Railway, with an option to buy. It will operate the line and pay rent to the provincial government on the basis of tonnage hauled.

12 ***Which was North America's first international railway?***

Presumably you mean first to cross a national boundary. If so, the answer is the Atlantic & St. Lawrence. It crossed the border from a point 16 miles north of Island Pond, Vt., to Dixville, Que., and was opened for traffic July 18, 1853. Later it became part of the Grand Trunk, now Canadian National.

Running Extra

"Union Pacific 'Big Boys' were not the longest steam locos ever built in this country," writes L. K. Penningroth, 4919 Natural Bridge Blvd., St. Louis, Mo. 63115. "They measured 132 feet

from coupler to coupler and had 14 wheels under the tender, but the Pennsy's 6-4-4-6 measured 140 feet and had 16 wheels (two 8-wheel trucks) under her tender."

Our April department told of a freak accident to a Santa Fe engine. Now we hear from William L. Henry, 1454 Elevado St., Los Angeles, Calif.: "I was firing that engine, in the 2900 series, at the time of the accident, Dec. 12, 1948, about 4 a.m. Being on the Los Angeles firemen's extra board, I had caught 2nd 8, a mail train, with George W. Litch as engineer. A tandem rod was thrown from my side of the engine. Seeing it sail through the air gave me a scary kind of thrill. Certain parts, including the eccentric crank, eccentric rod, mechanical lubricator, etc., flew off but none went underneath to derail the train. Even after all that, we were only two hours late getting into Barstow. I am now an engineer on the Los Angeles freight extra board and have been reading *Railroad Magazine* since I was in grammar school."

Comment on our female hobos item (April issue) comes from R. Hervey Angier, retired Southern Pacific engineer, 402 Channing Ave., San Antonio, Texas 78210: "I remember seeing a woman with two small girls arrive at Colton, Calif., in a boxcar headed for San Joaquin Valley. The yard men took up a collection and brought them food. In those Depression days the Yuma-Brawley-Yuma hauler went through Mexico via the Inter-California Railway, usually with about 124 empty reefers for fruit and vegetable growers in the Imperial Valley, it was very hard to keep hoboes off the train. If they got into Mexico they were liable to be jailed there but if they crossed the border into the U.S. the border patrol would pick them up.

"SP passenger trains operating through from Yuma to Calexico via the Inter-California made several stops in Mexico, where 'wetbacks' (migrant workers crossing the Rio Grande into the States) from various locations would hide aboard the train. I have known them to ride even under the pilot of a steam locomotive and not get off until we reached the Alhambra roundhouse in Los Angeles. Often a fireman going back to fill the tender with water would see one or more stowaways poking their heads out of the manhole when the tank was almost full. One hobo rode a brake-beam under a truck in Taylor yard, L.A., but luckily somebody saw him going over the hump and stopped the car in the retarder (squeeze) so the man could be removed."

Answering Charles Mason's question in April *Running Extra*, Hervey Angier says signal oil, also called switch-light oil, sometimes kerosene, was used in railroad lanterns at the turn of the century. "Many years ago," he adds, "T. L. Moore manufactured a lantern in which some of us used gasoline. We would take a round wick burner from a switch light and pack the bowl with cotton to keep it from slopping when a signal was given. If this was not done, the gasoline would have run out and exploded. I recall the time, in San Antonio long ago, when someone tried to fill his lamp with gasoline from a drum in the SP-IGN tower. The gas caught fire and burned the tower down."

March 9, 1967. PRR Alco diesels passing beneath Erie-Lackawanna's Starrucca Viaduct, Lanesboro, Pa. Delaware & Hudson uses Pennsy units during temporary shortage of power.

William S. Young
Starrucca, Pa. 18462

Brief history of the Chihuahua Pacific Ry. in Mexico is wanted by F. J. Edwards, 11716 83rd Ave., Edmonton, Alta., Canada.

A comment on straight air brakes comes from S. B. Brooke, retired conductor, Grand Trunk Pacific and Canadian National, 352 Battle St., Kamloops, B.C., Canada, who worked on several such types of brakes. "A steam jam is not what you described in your Dec. '66 department," he writes. "In very early days the hogger often reversed his engine in trying to stop the train; but around 1860 someone thought of having brakes on the engine's driving wheels, so steam from the boiler was used in applying them. These were the first jams. I worked with them on the coal branch out of Edson, Alta., and (after World War I) on mine roads."

Mr. Brooke tells us a water tank at Red Pass Jct., B.C., that had one spout for Canadian Northern locos and another for GTP locos. He retired on the Canadian National's mountainous Okanagan branch, "the only branch line I know of that goes south, east, north, and west on a one-way trip."

Hugh Stephens said the Rahway Valley's No. 13 was a Camelback. This is denied by Thomas B. Annin, 42 Clay St., Fair Haven, N.J., who writes: "Neither that engine nor RV's 14 was a Camelback. Baldwin built them both in 1905 as Lehigh & New England 19 and 20. The Rahway Valley never owned a Camelback locomotive."

In Feb. '49 we ran an article by Arthur C. Mack, author of the Catskill Mts. guide that Funk & Wagnalls published in 1950. "Can anyone tell me if Mack is still around and, if so, his address?" asks Gerald M. Best, 511 N. Sierra Drive, Beverly Hills Calif. 90210. "I am writing a monograph on railroads in the Catskills area."

Wanted by A. M. Langley, Sr., Rte. 1, Box 64, North Augusta, S.C. 29841, the words of a minstrel song used on radio programs long ago. It ran something like this, "The B&O she went so fast to make connections with the old Wabash," and mentioned several other railroads.

"I desire facts about the Rome Southern, that used to run between Rome, Ga., and Decatur, Ala.," writes Ellis Acker, 615 W. 40th Street, Anniston, Ala. 36201.

"Superior Stone Co., owners of a stone quarry, has just bought the 12-mile Rockton & Rion steam-powered railroad in South Carolina," writes B.F. Roberts. RFD 5, Box 586-P, Martinez, Ga. "I don't know what will happen to R&R's 2-8-0 No. 712 and two 0-4-0 saddle-tankers, nor its saddle-tankers 203 and 20, stored for years. The 712 is stored without flues or front end on the main line about a mile from Anderson Quarry while 0-4-0ST No. 1 is stored on a siding. An unnumbered 0-4-0ST and No. 19 are working there, at this writing, while No. 31 stands on a new siding. So far as I could find out, the shortline will continue to use steam between Rockton & Rion for the indefinite future."

"Who can give me the remaining words of a poem that began, 'What has become of the oldtime op, an op of long ago'?" asks Edward Moffett, Rte. 7, Box 192A, Greensboro, N.C. 27407. ●

Interesting Railfans No. 54

FRED ARONE

by Freeman Hubbard

Fred Arone has always lived on the New York Central's Putnam Division. He remembers this bygone scene at JS tower, complete with a coal stove, an outhouse, and tin water buckets, marking in those days the end of stone-ballasted roadbed.

A SALOON that stood on Railroad Avenue just across the street from the New York Central depot at Ardsley, N.Y., helped to make Fred Arone what he is today.

Steam-powered freight and passenger trains used to meet at Ardsley, and that old saloon, which Fred's grandfather owned and operated, was a favorite hangout for crew members. Through its swinging doors passed lusty boomers from most of the big roads in the States, not to mention Canadian and Mexican pikes, as well as home guards like Fred's father, who became a station helper at age 14, then an operator, and pounded brass in every telegraph bay on the Central's Putnam and Harlem divisions, winding up as Ardsley station agent.

You should have seen those boomers. Railroaders from way back. One brought along a large, much-traveled, steamer trunk filled with his few clothes, cooking utensils, dishes, shaving and haircutting equipment, and other necessities. He'd cover a relief telegraph job, set up his portable home in the station or freight house, and live there until he was ready to move on. Another boomer had a wooden leg. He caught it between a rail and one of the planks over which the baggage wagon was pulled across the tracks, and splintered it badly. Fred's father sawed it off and later whittled out a new leg for him from a log.

Getting back to Grandpa's gin mill: The adventurous tales of railroaders who rested their feet on its brass rail as well as its close proximity to "hot" tracks influenced first Fred's father and eventually Fred himself to hire out to the New York Central. Those tales were handed down as family tradition.

In about 1927, thirteen years before Fred was born, the dispatcher called his father, who was then Ardsley agent, getting him out of bed at 3 a.m. and sending him to the depot to learn why the third-trick operator did not answer his telegraph call letters. The agent found the waiting-room and office doors wide open, with no sign of the operator, but his watch hanging over the telegraph table as usual and the money in the cash drawer intact. DS asked the agent to stay in the depot until relief could be sent. Two weeks later, the missing boomer op turned up in the White Plains jail. A whiskey binge, no doubt traceable to the Arone saloon, had caused him to walk off the job, hitch a ride to White Plains, and raise so much hell that he was locked up.

Fred's widowed mother, Mrs. Betty Arone, recalls that during World War II her husband worked seven days a week as freight agent at Yonkers, and their little son spent many a happy Sunday there, spellbound by the clanking switch engines and filled with admiration for the men who ran them. His favorite toy chest, as a tot, was built in that yard from scrap lumber by an engineer named Crumb, with whom Fred has kept in touch ever since.

"Here at home," she writes, "he wore an engineer's peaked cap cut down to size or the little conductor's uniform I made for him."

Fred has always lived on the Putnam Division—and still does, with his mother, at 377 Ashford Avenue, Dobbs Ferry, N.Y. 10522, just across the town line from Ardsley. They can see the

old depot and tracks from their front porch. When Fred was a boy, before going to school each morning, he'd watch a certain train go by.

"One day," Mrs. Arone tells us, "his teacher sent a note asking me to take the child to task for impudence in saying he was late because 'My train was late.'"

Immediately after leaving school, sometimes even before the afternoon classes ended, he would hurry over to the depot to spend time with the agent.

"In those days," Fred reminisces, "many railroads were being modernized and closing their passenger stations; but the Putnam Division, affectionately known as 'Old Put,' clung to its outmoded ways, continuing for a long time to use steam power, Morse telegraphy, train orders, and manual block signaling. The depots were ancient, with a genuine railroadish smell. As I grew older I helped the agent with the station duties. How thrilled I was the first time I forked up train orders to a crew!"

Local freight crews gave him rides up the line whenever he wanted to fish for trout in Saw Mill River. He has always liked this sport but doesn't eat the fish he catches.

"I remember when the *Train of Tomorrow*, a dieselized streamliner, came down the Put," he says. "Its dome cars could not safely clear some overhead structures on the main line. That gleaming new consist seemed out of place on our antiquated little division."

Fred received a diploma from St. Lawrence University with undergraduate and graduate majors in criminology and police administration. He put that specialized knowledge to good use by working as a part-time deputy sheriff while in college, and even today he dons a blue uniform several times each week for duty on the Ardsley Police Force; and he has a passion for firearms.

"I enjoy exciting events and emergencies," he tells us, "seldom missing a chance to break away from daily routine. Also, I work with high school kids if and when they appreciate it."

Says William Buchannon, who knows him well: "Fred's love of excitement and action is probably a stronger motivation than his sense of civic duty. He was highly pleased some time ago when a local bank moved into new quarters and the police rode shotgun guard on the running boards of Wells Fargo armored trucks. Then, too, he has taken part in 100-mph squad-car pursuits."

His first paid job was meeting the evening trains at Ardsley to help load and unload mail on the RPO cars, for which he earned $5 a week. The local contractor for this work didn't know that the lad loved railroading so much that he would gladly have done it without pay. One night Fred got into a fist fight with an older boy atop the baggage wagon while the two of them were handling mail. The other fellow wanted to do it all himself and knocked Fred clear off the wagon; but he lost interest in the job later on and left Fred to do it alone. Ten years passed. Fred evened the old score by punching the bully's nose in another argument.

In his teens, our subject also sold newspapers, washed automobiles, clerked, and served as a drugstore "soda jerker." While attending college he worked in extra and steel gangs on the Central's main line during the summers, and as a waiter and a house boy in sorority houses.

"I had a grand time working in sorority houses," he recalls. (What normal young fellow wouldn't?) "Even better than railroading, I like women." (Again, who doesn't?) "Although I am still unmarried at age 27, I am not a confirmed bachelor and have always had girl friends."

One day while riding an engine cab in Indiana he watched someone shoot at the train but could not stop him nor even warn the passengers to duck. Several windows were broken; fortunately, nobody got hit. Fred put state police on the culprit's trail by dropping off a "butterfly" (a note with a weight on it). On another occasion he was lolling in the cab of the *James Whitcomb Riley* in Illinois when it struck some ties piled up in the middle of the track. Delinquents had tried to wreck the train but only punctured its oil tanks.

For years Fred Arone has been employed by the New York Central as an investigator for the administration staff and is currently on the Penn-Central merger committee, traveling over both systems as well as other roads in the line of duty—in work trains, business cars, engines, coaches, cabooses, etc. This committee has developed studies and reports on operations dependent upon the coming merger.

Gerald Hoot, a fellow worker, says: "Fred is an individualist. Whether it's shop talk, a joke session, or a political argument, he is in the middle of it. He speaks his mind very frankly, even though it could get him into hot water. His superiors may haul him 'on the carpet' for coming on the job late but shortly afterward they will pat him on the back for working around the clock or saving the company's money by sleeping in a caboose. Fred is aware of the need for rules in railroading. Even so, he will not bow to the conformist demands of big business. He detests the so-called corporate image and the 'gray flannel suit' trap that typical Americans fall into. Ask what he thinks of the Madison Avenue boys and the IBM Corporation if you want to hear a real sharp denunciation."

Shortly after finishing college, he

Fred at ease with his cat, Missy, and old issue of *Railroad Man's Magazine*.

Fred (right) and Walt Meuser, partners in business of selling railroadiana.

teamed up with Walt Meuser, a railroading buddy, and began taking weekend trips to see operating and abandoned rail facilities.

"Soon we were hauling old railroad material back home," he says. "Working for the Central gave us access to discarded and unwanted railroadiana. Fellow employes went out of their way to point out such items. With official permission, we entered stations still in use and we cleaned out the attics of many abandoned and wide-open depots.

"But we accumulated too much stuff for our own collections, so we mimeographed a list of items we wanted to dispose of and mailed out 40 copies. Surprisingly, this material sold fast. We used the money to pay for gas and food on later jaunts. As months rolled by, we covered almost the entire Central system. The antique stations at Owl's Head and Palatine Bridge, N.Y., yielded a vast number of old timetables and *Official Guides*."

On these trips Fred and Walt toted sleeping bags and often slept near railroad tracks. One wet dreary night they threw their bags into an empty boxcar on a siding at North Creek, N.Y. Unexpectedly a Delaware & Hudson freight coupled into it and pulled away. Aroused by the sudden jolt and accelerating motion, the two railfans threw their bags out and hit the cinders with a flying leap.

"Another tour found us standing on the station platform at New Lisbon, Wis., late one night," Fred goes on, "watching a long Milwaukee Road freight hurtle through the town. The rocketing cars sped by about four feet from us. Glancing toward the rear, I saw, with horror, blurred shadows and sparks next to an onrushing freight car and I yelled, 'Look out, Walt!' We both dove backward across the platform. An entire load of heavy pipe was falling off a gondola, the pipes shooting through the air like arrows! They missed spearing us by inches. We ran to the depot office, reported the danger, and radio quickly stopped the train.

"Some time afterward, we were curled up in sleeping bags and enjoying shut-eye in the yards at Pocatello, Idaho, when Union Pacific bulls and city cops with guns drawn awakened us rudely. A valuable cargo had just been stolen in that area. It took us some time to convince the police that we were innocent rail buffs, after Walt had pulled out a ream of outdated timetables to show a dubious detective. They finally decided that we were crazy but harmless, and let us go back to sleep."

The two wayfarers lost a heap of money at gambling spots in Reno, Nevada, and went on to Carson City to visit Grahame Hardy, a big dealer in railroadiana and number one in our *Interesting Railfans* series. The amiable Grahame showed them his wares, encouraged them to gather and sell still more railroadiana, and gave them good advice.

"But the days of finding material in depot attics and roundhouses soon ended," Fred says. "Very few caches of railroadiana are left on railroad property. So we now concentrate on buying stuff from other fans and selling it, bidding in on any lot, large or small. A recent purchase consisted of 700 switch keys and many other items from Robert F. Harding, who had announced in *Railroad Magazine* last April that this material was for sale. Sometimes we use railroad baggage cars or rented trucks to haul very large collections. We barely get one lot stowed away when another offer brings more stuff cascading in."

This operation is called "Depot Attic," because that's how it began. It is mostly a mail-order business, but the partners welcome visitors when time permits at night or on week-ends. Their catalog lists thousands of items—lanterns, switch locks and keys, timetables, railroad books and magazines, train orders, prints, calendars, signs, posters, tickets, badges, uniform buttons, chinaware from dining cars, etc., including a much more varied lot of back issues of *Railroad* than the office of the magazine itself has available.

Fred and Walt prefer to do business by auction, but because of shipping difficulties they sell some hardware only to visitors. For example, a one-inch-scale model of a live-steam locomotive weighing almost a ton, built by a New York Central master mechanic in the 1920's, had to be rolled onto planks and into a truck for delivery.

Fred recalls: "One man contacted me, saying he had hundreds of very old public timetables, listing each road. They seemed so rare that I made him an offer. Luckily, he shipped the goods before I mailed a check. The 'rare timetables' proved to be only pages clipped from *Official Guides* dated before 1900! Another odd item we received was a Wells Fargo letterhead filled with dirty jokes written in beautiful Spencerian script by a long-deceased express clerk."

Depot Attic is a busy establishment. Fred Arone and Walt Meuser draft relatives, buddies hanging around, and even girl friends into their working force. Every day brings a huge pile of mail, numerous phone calls, and a parade of visitors. Our subject puts the rarest and most attractive bits of railroadiana into his personal collection, which, like the Depot Attic, has grown enormously. The business itself not only fills the roomy basement of the Arone home and encroaches on the living space, making a Battle of the Bulge to keep it within bounds, but has spread out also into two nearby warehouses.

"I greatly admire the oldtime artwork and ornate designs formerly used in railroad literature," Fred says, "and I keep many quaint samples of advertising put out by the carriers and equipment manufacturers, especially those illustrated with railroad heralds. I wel-

come authentic new additions to my herald collection. Old 'gingerbready' depots likewise fascinate me; I save station photos and postcards and study their architecture."

During his moments of relaxation, he sometimes goes in for reading, particularly rail fiction and true tales and anything written by or about Lucius Beebe or Teddy Roosevelt, and he has a very sizeable library.

"Now and then," he tells us, "I dip into my files of *Railroad Magazine* and its predecessors, complete from the first issue of October, 1906, to enjoy some of the old stories. I subscribe to *Trains* also, but prefer *Railroad* for its down-to-earth true tales, fiction, anecdoted fact articles, *Switch List*, and so on. I save every issue of *Railroad* as it comes out, but I don't keep a file of *Trains* because it doesn't cover the human side. Often I disagree with the editorials and opinions stated by the *Trains* staff. Its slick-paper photos, though, are usually top notch."

Fred dislikes the electronic and streamlined techniques of modern railroading. He says the individual human being has largely vanished from our industry and with him have gone the flavor and excitement. "Mainline railroading," he contends, "is fast approaching the impersonal and boring status of conveyor-belt operation." He and his cronies would welcome a return to "the days when personalities, drama, delays, and hardship made railroading a way of life instead of just a job."

These subjects come up in discussions with small groups of friends at what Fred terms "summit meetings." An active member of this coterie is Louis W. Goodwin, who owns one of America's most remarkable collections of timetables and postcards. But at times, like most of us, Fred enjoys complete isolation. His other interests include Indian arrowheads, ice hockey, folk and boogie-woogie music from old bands, collecting railroad poems, mostly from early issues of *Railroad Magazine*, and drawing pictures. He has written some poetry, too. His memberships include the Railway & Locomotive Historical Society and the National Railway Historical Society.

A six-footer weighing 205 pounds, Fred has a prominent jaw, brown eyes, a ready smile. He delights in hiking, especially along railroad tracks, being inclined to "bounce" slightly as he walks, and also keeps fit with calisthenics every night. On the negative side, he drinks coffee excessively, smokes cigarettes often, and revels in oversweetened and starchy desserts. Not always neat, Fred sometimes looks like a freight brakeman at the end of a long run and he is most at ease in denim work shirts or sports garb and an oddball hat.

He used to be very fond of hunting, but this interest has waned and now he gives more attention to trout fishing. He has always liked animals. Over the years he has had pet cats, a raccoon, even a tarantula and a boa constrictor! There's nothing conventional about Fred Arone.

And he gets quite a bang out of practical jokes. One day he shocked a dainty New York Central secretary by pouring blue ink into a goldfish bowl that stood on her desk, but made up for it that same afternoon by buying her a new goldfish. Another secretary said, "I adore mice." Fred gave her a live field mouse for Christmas, gift-wrapped and with a little red ribbon bow tied to its tail. Some time ago, he and a couple of friends surprised the adjoining towns of Dobbs Ferry and Ardsley by plastering them with authentic old railroad and circus posters and colorful advertisements of the period from 1865 to 1905. A local tobacconist with a news-stand, for example, was amazed to find his store front adorned with picturesque ads for tobacco brand names that had vanished fifty years earlier!

"For the most part," Fred states, "present-day advertising and publicity annoy me. I seldom look at TV, except for documentaries and a few other good programs, and I go out of my way to avoid products publicized by low-grade ads."

An avowed conservative, he admits harboring a strong prejudice against the permissiveness and so-called progressive education in schools that are producing "a soft and disrespectful generation" of conformists. His other pet peeves include social reformers, do-gooders, and the snoopy "Big Brother" element in government.

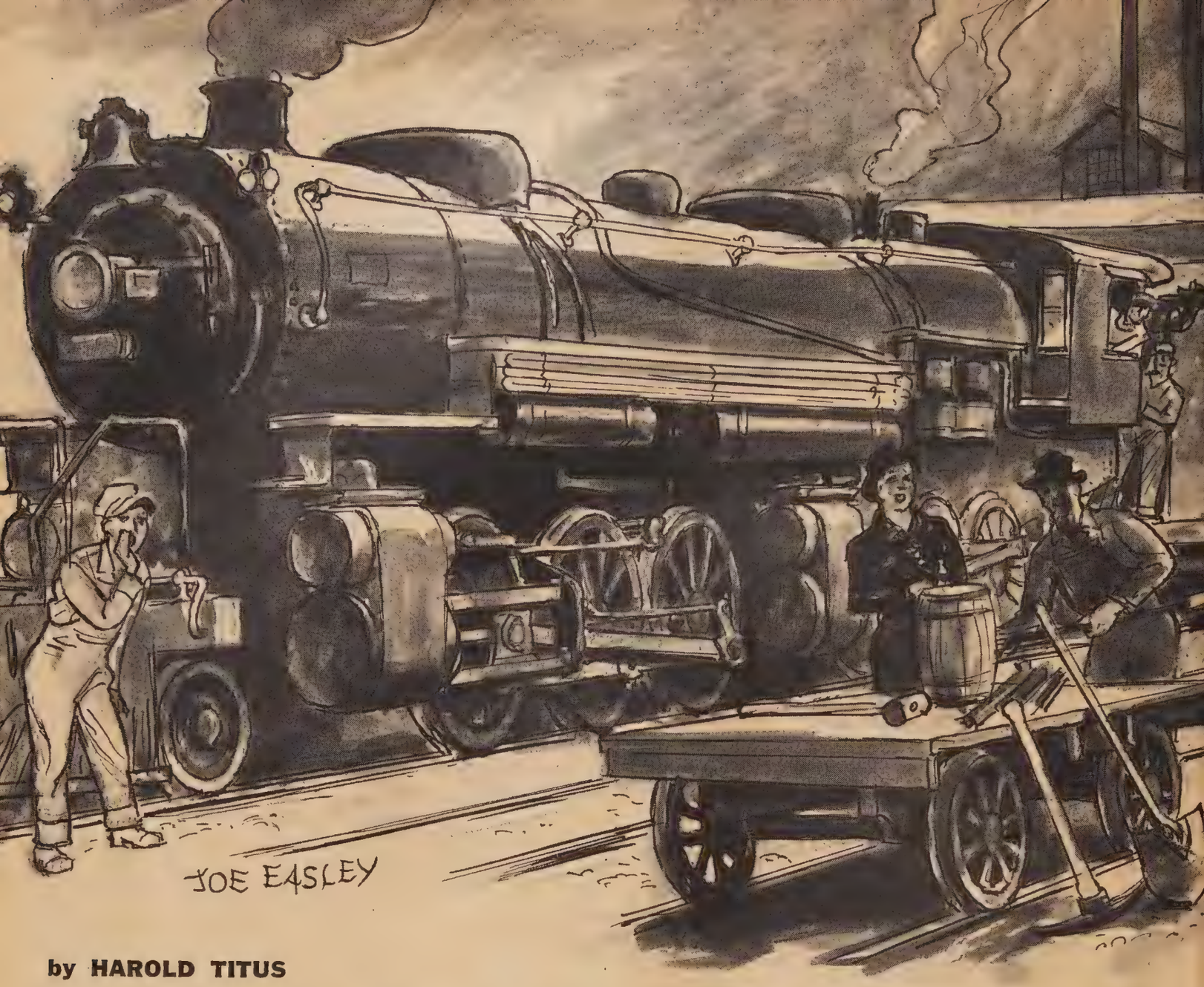
Says he: "It sickens me to think about some of the self-centered clowns and spendthrifts in high office whose main obsessions appear to be taxes, rules and regulations, and more taxes. But I wouldn't mind the high taxes if I knew the money was being spent to make a good America—which it isn't."

Finally: "When things seem to be ganging up on me, I resort to humor or daydreaming, or I listen to music or take a train ride."

(No. 55 will be Dottie Laughlin.)

"Depot Attic" is largely, but not entirely, a mail-order business. We see Fred assembling material for one of his numerous customers.

Fred is a part-time policeman and a heavy coffee drinker. His mother is giving him a mug of Java "for the road."



by **HAROLD TITUS**

The Two-Timing Blonde

YOU NEVER can tell what's ahead of you. Take, for instance, "Pig Iron" on that fine June afternoon when he was wheeling them home toward a pay check and a low-ball game. Yes, Pig Iron. The Pig. On the call list he was Timothy O'Rourke, engineman, and he never dreamed what was waiting for him that day.

A lot of his six-feet-four was hanging out the cab window, his striped cotton cap pulled down over one eye, and a grin broadening his Irish face. He was being chased by over a mile of train, 185 loads of iron ore. Maybe 15,000 tons and then some.

Beneath him the sixteen drivers of his giant Mallet sang as he pelted her along. Across the cab, the Swede fireboy worked his stoker jet, holding the steam gage on the 225 mark so that the Pig could hang onto them up and down and around curves.

Tim grinned because his two-weeks check and the low-ball game were waiting, and he felt lucky.

The fireman took over the engine while Pig Iron washed and changed to another suit. It was another suit of coveralls, blue and white striped and clean. Coveralls, and a mackinaw in winter, were just about all the clothes he ever needed or owned. Cut off in the yards, he trundled his engine up to the roundhouse and slid down, colliding with a car checker.

"Look out there, Pig!" the checker snapped. "You'll tromp on folks!"

The Pig seemed belligerent. "What if I *do*?" he asked.

He broke off short because the checker, guessing him right, started to run. In a dozen strides the Pig had him, picked the man up like nothing at all, swung him, squirming, in a half circle, up-ended him and tamped the hard cinders with his head.

"Trompin' on folks, am I?" Pig Iron roared. "Trompin' on 'em, eh?"

He set the panting car checker on his feet, laughed at a stinging clip on the chin, and shoved him crashing into the tank fit to knock his breath out. That sort of horseplay was Pig's idea of being pleasant and friendly.

"Come on, you dumb sonovabitch!" he told the fireboy. "It's pay day!"

The Swede's name was Olaf. He was short and blocky, with a peaches-and-cream complexion. He looked up to Pig Iron like some animals will at a master they love, and made his legs just flicker to keep abreast.

They crossed the tracks together, Pig Iron bawling "Hullo's" here and there. The big fellow had a voice resembling an engine whistle. And he walked with a swagger like an oldtime politician. Suddenly he stopped beside a switchman, another whale of a man, with his face jammed up. An eye was a dirty purple, his lips were still puffed, and a healing cut showed pink on his cheek bone.

"Fair," said the Pig critically. "A fair job, kid. But next time you tangle with me you'll carry home marks."

His grin showed strong, white teeth, and he didn't seem to hear what the man said, which was a fighting word.

Olaf beamed up at his engineer, as he often did, and said, "Ya sure plastered that ape."

"Yeah," the Pig nodded, "and he had quite a reputation."

A young roundhouse helper came out of the yard office then, check in hand. "Oh, hullo, Pig!" A pause. "That twenty—I'm sure sorry, but I just can't pay it back today."

"What twenty?"

"Why, the twenty you staked me to that day when the rent—"

"Dunno what in hell you're talkin' about," growled the Pig. "Must've been some other guy. I wouldn't stake a cock-eyed boomer like you to a dime!"

The boomer grabbed his arm as he started past. "You can't make *me* any presents, Pig Iron! I am goin' to pay that back—"

"If you don't want your block knocked loose," the Pig roared, "button up that flap! I don't know nothin' about twenty. Come on, Olaf!"

THEY GOT their checks. Once outside the yards, Pig Iron lost his swagger. He sort of stooped, as if trying to shrink. When he talked he just about whispered, and when folks stared at him, as plenty did, he being so big, he'd wet his lips and look away. On the avenue, Pig Iron was like a stray dog.

He didn't go into the bank as Olaf did, but endorsed his check with an indelible pencil against the wall.

"Say," he implored the fireman, just as if it hadn't been routine with them for years, "git this cashed, will you? S'ciety folks don't want a hogger like me clutterin' up their place."

Olaf got the money and handed it over. "So long!" he said.

"S'long!" the big engineer replied. He retraced his steps along that block of stores on Railroad Avenue almost as if sneaking away from something, around the corner and into Shorty's restaurant. Once in there, though, he perked up.

"Hullo, apes!" he hollered at a couple of boys at a table, tossed his cap at a hook, and kicked out a chair. He eased himself into it and pulled out his money.

"Business's good!" he said gleefully, unrolling the bills and licking his thumb. "Two hunnert 'nd twenty-seven bucks 'nd—"

He got just that far before his voice shriveled. A female, new and unfamiliar, had appeared on the scene. Myrtle Normandy, with outreaching bosom and frizzly yellow hair, popped out of the kitchen bearing a tray of food.

For years the Pig had been eating in Shorty's place on Railroad Avenue because there wasn't any waitress to scare him. You see, the big hogger was woman-shy. Shorty'd always done the waiting himself. But the night before, he'd stepped on a nail, and he needed help to run the hash house. The help turned out to be this dame.

So you never can tell. And it still might have been different if Pig Iron hadn't happened to have his roll still in his fist. But he had, and Myrtle's thick-lidded blue eyes picked it out, and that poor roughneck never had a chance.

Oh, he thought he had. He hurried through with that dinner, I'll say. And you could see by his expression that he was telling himself it was his last feed in Shorty's.

But he hadn't figured on some things. One of them was the smoothness of her bare arm against his hand when she put down his coffee. Another was the

warmth of her plump little hip against his forearm when she brought him a wedge of apple pie. A third was the smell of her, like a toilet goods counter.

He hadn't figured on even looking back at Shorty's, see. He'd figured on getting out and never going near it again. But when he paid his check and beat it for the door, she called gaily:

"So long, big boy!"

Her voice was like cream, that smooth, and he didn't answer at all. He just beat it through the door without a word; but the way she said "So long" was like nothing he'd ever heard before, and so he looked back.

He saw the beanery queen standing there, sort of pitiful. At least, that's how she seemed to Pig Iron. Her face was all pink and white, her lips red as a switch light, and her eyes big and hurt.

THE CHANGE that came over Timothy O'Rourke that summer afternoon was something to watch, and it all began with one look.

Tim was rough and hard, as maybe you've suspected. That's why we called him Pig Iron. He acted rough and hard as long as he was in familiar environment, and up till then he'd had just three such areas. One was the job, another was O'Malley's saloon where the low-ball game is, and the last was Shorty's.

But except for those three places, the tall hulking fellow was timid. He was afraid of store clerks and bank tellers and girls and he'd look sort of guilty when people gaped at him on the street —which plenty did, because he stuck up so high and took up so much room.

Maybe he'd been made fun of for being so overgrown for his age when he was a kid. I don't know. All I know is that he'd always stayed on familiar ground as much as he could. He dubbed anything else society. "S'ciety," he'd call it. But he was a grand guy to have around. I mean, he sort of added something.

Rough and hard, yes, but he had a heart as warm as a caboose stove, and when Myrtle Normandy tried to make him over it seemed to cut you up.

Well, he went back to Shorty's to eat. He left the low-ball game that night and returned to the beanery. At other times he'd often played straight through until the roundhouse called him out again, sleep or no sleep; and the idea of eating —except maybe a sandwich or two— never entered his head.

But that night he went back to Shorty's, hung around this little floozie, and listened to her line. Somebody made a crack about his laying off the game, but he gave 'em a look which stopped that sort of thing then and there.

"Who wants to know?" His eyes were getting darker. "Whose business is it?" he asked, not hollering but saying it through his teeth, and stood up as he had done many a time when somebody was in for a licking.

Tim wasn't going to be kidded, if you understand. Just wasn't. And for days he went around with his head stuck out, looking for somebody who thought it out of the way for him to chin with a hash-house dame like Myrtle.

He bought himself a suit of clothes. Walked right into the store and bought a blue suit and a hard hat. And a regular shirt and stiff collars. He bought a necktie, too, and a fancy handkerchief to stick in his breast pocket. Likely the clerk got his number and just made a sucker out of him.

Pig Iron wore those things, too. He'd wait in Shorty's place until Myrtle got through work; then he'd dangle her down the avenue to a movie with his kelly on one side and chin cocked over a stiff collar, grinning as if he'd been a lady's man all his life.

AS I SAY, while it was sad to some, it was funny to most—until a boomer conductor drifted in from the West and saw them and spilled the beans.

Myrtle had come from a mountain division, it seemed. She was too well known out there for comfort. She'd married three times and each time she'd picked out some old rail who was well fixed and sort of simple. But even so, she'd worked so fast with the first two that they divorced her. The third was in a hospital, with one foot in the grave. He'd tumbled to her and she'd tried to get loose but he wouldn't give her that satisfaction. So she'd come on here and gotten a job on Railroad Avenue and was looking ahead.

"Why," this conductor said, "Myrtle Normandy is the diggingest gold-digger that ever dug! She'll take the fillings out of his teeth and the works out of his watch!"

Everybody began to talk, then. The Swede fireboy gulped and said, "Gosh!" He was plenty excited. It was partly because of what Pig Iron had done for him that everybody quit seeing any fun in Myrtle's game.

QUITE a while back, Olaf was just an engine wiper. He was a hard-working, decent, second-generation Swede and used to come into O'Malley's and watch the low-ball game. He never played and never talked much.

But one night he just sat there and cried. The tears would fill his eyes and spill down and he'd wipe them off on his dirty sleeve. The game was good and hot. Timothy O'Rourke was taking the boys to town, and for a long time nobody paid any attention to Olaf. Nobody even noticed he was crying until Pig Iron himself did.

"Hold on," the Pig said, interrupting the draw. He got up, walked over and shook the lad. "What comes off?" he asked. "What's the idea, kid?"

Well, it took quite a while to get Olaf to talk. But he finally opened up. His mother was sick, needed an operation, and there wasn't money enough in the family by a hundred dollars.

"I'll be damned!" the Pig bawled. "What d'you *know!* This squarehead bawlin' for lack of a little money when there's plenty of it loose all over the place! Can you beat that?" he said, and dug into his pocket. "Here, you poor sonovabitch, here's a hunnert 'nd fifty, 'nd you wheel it right home 'nd get the old lady to a hospital," he said, and went back to the game.

The Swede didn't want to take the money. He followed the Pig to the table and tried to give it back. He finally said there was no telling when he could pay it back.

"Pay?" the Pig yelled, and the windows rattled. "Pay? Who in hell said anything about pay? You get that to the old lady and quit sputterin' down my neck, you nincompoop! Now gimme two cards," he added.

Things like that. You could make a list of them as long as your arm. Of course, the Swede engine wiper was his dog after that. He went firing and got with Pig Iron and there was nothing he wouldn't have done for him. And he was only one.

There was more, too. I'll tell you about another case, so you can understand better how we all felt about the beanery dame taking Tim for a ride.

YES, SIR, his brother's widow, Mrs. Lydia O'Rourke, had three little kids. She was frail, Lydia was, and a fine girl, too. She hadn't enough money to keep soul and body together, let alone a family, and if it hadn't been for Tim there's no telling what might have happened to them.

He didn't see them once in ninety days. But whenever he'd stop his Mallet for water or get the board at their town out on the prairie he'd toss some

money down to the agent and tell him to get it to Lydia. He'd never count it. He'd always be sure, though, the bills weren't just ones and fives. It might be twenty, it might be fifty. Once it was almost two hundred, he having had a big night at low-ball.

At first Lydia tried not to accept it. Then she aimed to do things for the Pig. She even offered to move down and keep house for him, but he wouldn't listen. She'd get the boys to try to have him spend Thanksgiving or Christmas with her and the kids, but Tim never would. Likely he was afraid. Her house would be "s'ciety" for him.

Now and then he'd fix it so that Lydia and the kids would come down and then he'd take them all over town and buy things. In his own way, I mean. He wouldn't go into stores with them but he'd meet them on Railroad Avenue, in his clean coveralls and striped cap, and get an O'Rourke youngster by each hand and lead them up and down in front of store windows. He didn't seem to be bothered by folks gaping when he had a kid in each hand. It was the only time.

"How'd you like that cart, son?" he'd say, pointing to the most expensive toy in the window. "Or would you ruther have that airplane?"

And if the little fellow couldn't choose, he'd buy 'em both. Send Lydia in to buy them, I mean. If his sister-in-law wanted to hang back, he wouldn't let her. He'd just stand there with his cap over one eye and peel off bills and yell at her until she'd spent his money just to stop a crowd from collecting.

Fact is, he hovered over that family like a guardian angel in working clothes. And then to have this little chippy, Myrtle Normandy, stepping in to clean his clock and put a stop to things like that, I tell you it was tough.

The Pig changed a lot. He didn't come around much. He stopped playing low-ball. He didn't yell and holler. He didn't rough-house. He was uneasy and restless, like a fish out of water.

What would happen to Lydia and her kids was on everybody's mind. No gold digger is generous. If this Myrtle got her fingers on the Pig's pay check she wouldn't split with anybody. So we all agreed that something better be done. "Slim" Ball was sort of elected a committee of one to try to make Pig Iron see what he was heading into, and I'll tell you how far he got.

He got outside the door of O'Malley's saloon, cut and bruised considerable; and all he'd done was to ask the Pig if he'd checked up on Myrtle any; and that finished us trying to do anything with Pig Iron.

The next move the boys figured out was to scare Myrtle. That would fix it up slick, they agreed. They'd send West for the dope and put it up to her and run her out of town.

Yes, they would! Well, they got the dope, and Doc Cooper put it up to the frizzly-haired waitress that she still had a husband and she'd had two besides, and the Pig's friends weren't going to see him trimmed.

And what did she say? "Go tell Mr. O'Rourke all that," she said, not denying anything. "You go tell him that, Mr. Cooper, and take along as many of your playmates as will go. You'll need them all," she added, sticking out her pretty pink tongue at him.

GETTING no place fast, see? And all the time the gang was scheming and scratching their heads and not playing low-ball any to speak of. According to the latest gossip, that beanery dame was after the big engineer to sign up for the night passenger run, which would soon be open. Pig Iron had rights enough to get it, too.

Shorty overheard her technique.

"Listen, big boy," she said to Tim, "I'm crazy to get married, but a girl who's refined and home-lovin' thinks of lots of things. I couldn't be happy marryin' a man in the chain gang. It would be beneath a refined, home-lovin' girl. And no girl would feel safe in marryin' a man on a passenger run unless she knows for sure he's goin' to hold it down."

Can you feature that? She wouldn't risk bigamy but she didn't want the Pig's pay check to get away. She had to stall until that poor old fossil who'd married her and who was in bad order went to the scrap heap; and her making sure that the Pig could hold down the night run was just sparring for time.

The Pig had never hauled anything but ore. He was as rough with a train as he was with anything else, and once a man has handled ore he naturally isn't a throttle artist any more, assuming that he ever was one in the first place.

Those ore cars don't have drawbars. They've got a beam that runs the length of them. You can't pull them in two, being rough. And it's double track on the range and they've got 185-pound steel on the curves. Such equipment will stand hard handling. It was the only kind Timothy O'Rourke had ever worked with, and maybe you'll have an idea of what we thought would happen to those unfortunate passengers

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on the night run with him in the cab.

Everybody got so buoyed up with hope that they even got a kick out of hearing how the Pig had furnished the flat which Myrtle hornswoggled him into doing for her.

All but Olaf, that is. The Swede fireboy couldn't see a ray of hope anywhere. He got busy fixing it up to shift over to the night run and be with Pig Iron. That shows you how faithful he was, because a man firing a Mallet will make more in good times than an engineer with a bang-up passenger. Besides, he'd be bailing coal instead of handling a stoker.

No, the Swede didn't get any kick at all out of those stories about Pig Iron and his household shopping.

SOME of the boys' wives ran across Tim and Myrtle in stores and said it was a scream the way Pig Iron would stand there scared stiff of clerks, which were "s'ciety" to him, and let himself be bled white.

They bought the God-awfulest raft of furniture. That's what the women's stories added up to, anyhow. A bedroom outfit inlaid with different kinds of wood, and green and pink rugs and floor lamps and pictures and books.

I'm telling you, *books*. A whole set of them. Four books for the Pig's flat, when the only book he'd ever opened since he quit the sixth grade was the rule book. This set that Myrtle picked out was called *Famous Lovers*. It was red and gold, and the hash-house floozie told her man it was real elevating. Maybe she just had big ideas.

Well, they had that flat furnished about the time Shorty got back the use of his foot, and Myrtle moved in while she was looking for another job. So she said. She'd find a job and be willing to work until they got married. That's what she claimed, and Tim O'Rourke swallowed it.

When the time got close for the Pig to handle the night run, you could see he was jumpy and his eyes had a kind of hunted look. The first time he took the train out they said he shook like a leaf when he looked back for the highball. Then his train seemed to jump away from that depot like a scared cat.

His whole first trip was that way. After the first two stations, the train crew and porters and the peanut butcher would brace themselves when he whistled in a town and the trainmen would wave the passengers back into their seats.

Coming up the next night, he upset two waiters with trays full of food and wore out the baggageman who hurled bouncing trunks.

The crowd in O'Malley's gin mill laughed until they ached. "The Pig," said Doc Cooper, "is settling his own hash."

But not much, he wasn't! It's another thing in favor of that big bruiser, the record he had. He'd never turned an official down. He always made the time and kept out of trouble. So when the train conductor and Pullman conductor and dining-car steward began to write him up, and when letters from passengers started to come in, the super went easy on him.

"O'Rourke will have his chance," the superintendent said with assurance, "and I'm betting on him."

Pig Iron was dumb about some things but a good man on an engine. He could learn. And did. He toned himself down, did better each trip, while the grins faded in O'Malley's liquor establishment and heads began to shake again.

Then Myrtle's interest in a passenger run began to clear up. There were stories about what she did while she was supposed to be looking for work.

She wanted O'Rourke on a passenger run so as to be sure when he'd be home, see? She didn't want him running extra and popping into the house at any old time. She wanted his working time to be her playing time, if you understand, and she played plenty.

It was an automobile salesman she played with most. The night run was due out at nine. The Pig would get up about noon and go over to the flat and fall for this dame's line or take her to an afternoon movie. About eight he'd leave for the roundhouse and a few minutes afterward this salesman would show up. That's what Myrtle had in mind, see?

WELL, now. That was just too much, but what could you do?

"I don't know what anybody's doing," Slim Ball said. "Me, I throw up my hands. Pig Iron won't listen. He just socks. Even if he would listen, he wouldn't believe. He'd have to see with his own eyes," Slim added, "and you've got to admit that big-breasted floozie is smart."

One night the Old Man had his business car put on the night passenger train. The Pig had gotten over jerking the heads off passengers, but he was still jumpy about making time and single track. And, of course, the Old Man had to hook on just when there'd been trouble. An engine had been derailed at the puzzle switch and tied the whole terminal up.

The Pig was forty minutes late getting out of town. He'd been tipped off, too, that the business car had a speed recorder and he'd better mind the 65-mile restriction while making up that time, which was going to be plenty tough; and he was jittery over any stop, especially to take water.

Timothy O'Rourke walked back and forth on the deck at Beaver Creek while the Swede filled his tank. It was hot. A dry wind blew off the prairie. The minute he got the highball from the conductor he climbed into his seat, grabbed the throttle, and twisted back to look at Olaf.

The water was thundering down. The Swede had one hand on the valve chain, ready to let it go as he threw up the spout with the other. He lifted his hand for the signal, tossed up the spout, and the Pig opened her.

He opened her and went away from that tank plenty fast. By the time Olaf got down they'd gone a train's length and the Pig had his head out the window and was hooking her up. He looked in when the Swede yanked on his leg.

"What you want?" he yelled.

"Valve is stuck open!" the fireman gasped. "It'll drain."

Well, then, Pig Iron looked back and could see that stream of water pouring out of the tank. He knew what he'd get if he went off and left it and if somebody should need water badly there later in the night. So he tipped her over and went back with that 15-inch stream of water shooting out the side of the tank. He backed her up, with the Swede dancing and pawing at him and trying to make him stop.

The Pig went back through that stream of water, understand, sousing the sides of his cars, with every window wide open to get even a breath of hot wind, understand. He deluged the smoker, the coach, two sleepers, and the Old Man's business car. And every window in the train was open. Even the windows in the big brass collar's stateroom, which wasn't a stateroom at all but a regular bedroom. With three windows in it. Three wide windows. And his huge bed, too, was on the tank side.

But the Pig had too much on his mind to think of open windows. He was going to lose another three or four minutes getting that valve shut off, which was enough to occupy his mind.

He backed her up to the tank so Olaf could climb the ladder and get hold of the chain from above and pull it out of

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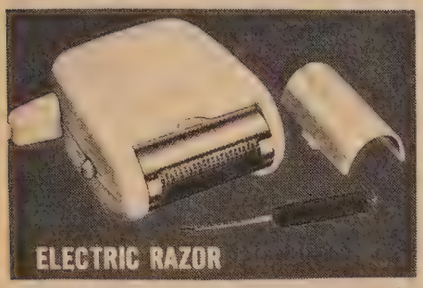

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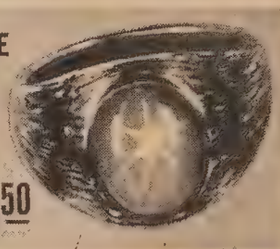

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where it had jammed between the pulley and a side bar that held it. He backed her up and rinsed off the folks he had soused a minute before. Including the Old Man. Yes. Including the Old Man.

WELL, now. What the *conductor* said to Pig Iron was a lot, but the Old Man never uttered a word. He didn't ask what had happened. Didn't even send his porter up to ask. He didn't want to do that, understand. He wanted to save everything he had to say for the super in the morning. He was going to blow up, the Old Man was, and he'd make a date of it.

Pig Iron was scared. Something was going to happen such as never had happened to him before, because he'd ducked a trainload of "s'ciety" folks. So he registered in at the roundhouse office and disappeared. Nobody saw him until he came down that night.

"Letter in your box," the roundhouse foreman told him. Everybody in the yards knew about that letter. It had been put in the box after they couldn't locate Timothy O'Rourke, his landlady having lied for him and said he wasn't there, and Myrtle not having a phone in her flat.

Pig Iron opened the letter slowly and spent quite a while reading it. For a short letter. It doesn't take many words to pull a man out of service and notify him when the investigation would be held. After Pig Iron had read it he left without a word.

He walked out and went to the place a man will go when he needs comfort and solace. He went to Myrtle's flat, understand, about the time the night run was due out. He arrived there just as this salesman had gotten his coat off and his tie loosened up, it still being hot, and his feet on a table and a bottle of beer and Myrtle, with her blouse open, on his lap . . .

Well, after a while the neighbors got hold of a policeman, but what's *one* cop? Pretty soon a squad car showed up with two more; but by that time the Pig had gotten it pretty well out of his system, so he fought the three of them only slightly. Myrtle was not there. She didn't stay to see the finish of the salesman. She just went away.

The Pig didn't utter a word to Doc and Slim—even after sending for them—when they showed up at the jail the next forenoon. Not about the fight, I mean. All he said was:

"Say, apes, stake me to fifty bucks. I got a little deal on, and I'm broke."

Before Myrtle Normandy left, and while he was taking on the salesman, she'd grabbed the part of his roll she hadn't got on pay day. Tim's deal, of course, was the fine and costs for what he'd done to the building superintendent who tried to help the salesman. Pig Iron paid up and beat it right to the roundhouse.

THE INVESTIGATION was set for one p.m.; he had ten minutes to change his clothes. Yes, sir, Pig Iron changed his clothes before he went up. He dropped that blue suit and hard hat into his locker and showed up in the superintendent's office in his coveralls, with his engineer's peaked cap cocked over one eye.

They were all there, the train crew and the Swede fireboy. You could see by the way the super acted that it was going to be short and snappy, the Old Man being in town. But it was a lot shorter and snappier than anybody'd expected. The Pig made it so.

"Listen," he roared, "there ain't any use in all this. I'm hooked and I won't even squirm."

Before anybody else could put in a word, Tim O'Rourke went on: "Besides, I ain't any man for a passenger run. I belong in the chain gang. I belong on ore. I'll give up that night run without any order to do it; and I'll take what else is coming, and when I've served my time I'll go back on ore. I got my full of this s'ciety stuff."

"Fair enough, O'Rourke," the super said. "You'll go back on ore. But first you'll take thirty days." The super considered a moment. Then he added: "After, say, about five days, mebby you better come around, O'Rourke. The ore business is good."

Sometime afterward the superintendent's clerk had the last word, and it came from the heart: "All I can say is, God help any man who twits big Tim O'Rourke about being tangled up with a lousy two-timing blonde!"

U.S. Military Railroad Engines in Civil War

Roster compiled by William T. Church, Missouri Pacific Conductor

Name	Builder	Weight	Driv.	Cyls.	Notes
S.S. Post	Baldwin	66,000	48	18 x22	
C. Vibbard	"	59,000	56	16 x24	
George A. Parker	"	59,000	60	16 x24	
Union	"	59,000	60	16 x24	(1)
General Dix	"	59,000	60	16 x24	
Vulcan	"	57,000	60	15 x24	(2)
Blue Bird	"	55,000	60	16 x22	(3)
Humming Bird	"	55,000	60	16 x22	
E.M. Stanton	Norris & Son	59,850	48	18 x22	
Romeo	"	58,000	48	16 x24	
Fire Fly	"	57,910	56	16 x24	
Manfred	"	57,910	56	16 x24	
May Queen	"	57,910	56	16 x24	
Governor Nye	"	57,910	60	16 x24	
Hiawatha	"	57,910	56	16 x24	
Pickwick	"	57,910	56	16 x24	
General Meigs	"	57,910	60	16 x24	
Colonel Beckwith	"	57,910	60	16 x24	
President	"	——	54	12½x24	
W.H. Whiton	Wm. Mason	55,000	60	16 x22	
General Robinson	"	55,000	60	16 x22	
General Sickles	"	55,000	60	16 x22	
H.L. Robinson	"	55,000	60	16 x22	
Clarke	"	54,000	60	15 x22	
E.L. Wentz	"	54,000	60	15 x22	
General Meade	Taunton	56,000	60	16 x22	
General Couch	"	56,000	60	16 x22	
Grape Shot	"	56,000	60	16 x22	(4)
Secretary	"	55,000	60	15 x24	(5)
D.H. Rucker	New Jersey	56,000	60	16 x24	
Charles Minat	"	56,000	60	16 x24	
Commodore	"	56,000	60	16 x24	
General McClellan	"	56,000	60	16 x24	
Col. D.C. MacCalium	"	56,000	60	16 x24	
Zebra	"	56,000	56	16 x24	
Tiger	"	56,000	56	16 x24	
Lion	"	56,000	56	16 x24	
Fred Leach	"	56,000	56	16 x24	
J.R. Devereaux	"	52,000	60	15 x22	
Osceola	Rogers	51,300	56	15 x22	
Buffalo	"	51,300	56	15 x22	
W.W. Wright	"	51,300	56	15 x22	
Lt. General Grant	US Military	51,300	66	15¼x22	
General Sheridan	"	58,000	52	17 x26	
Rapider	"	——	48	16 x22	
General Geary	Jersey City	54,000	56	16 x22	
Hoosac	J. Southern	54,000	56	16 x20	
Monitor	"	54,000	56	16 x20	
Senator	——	56,000	60	15 x24	
Sentinel	——	55,000	56	16 x20	
Dover	——	46,000	56	15 x20	
Contest	——	44,000	69	14 x20	
Victoria	——	50,000	69	16 x20	
Vidette	——	50,000	69	16 x20	
Epping	——	50,000	60	15 x20	
Romulus	——	24,000	48	10 x18	

The Union Army operated all of the above locomotives in Virginia from June, 1864, to July, 1865. Data was compiled from "Official Reports of the Union and Confederate Armies," published by the U.S. Government in 1888. Notes 1 to 5: these engines were captured on the Goldsborough & Raleigh Railroad in North Carolina and taken to Virginia.

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Present-day locomotive rosters compiled by Sy Reich

R.R. Class	Road Numbers	HP	Builder	Bldrs. Model	Wheel Arngt.	Tract. Effort	Weight	Date	Notes
				Alameda Belt Line					
—	D1, D2	660	Alco-GE	S1	B-B	59,700	199,000	1942	1
—	D3	660	Alco-GE	S1	B-B	59,700	199,000	1946	
—	D4	1000	Alco-GE	S2	B-B	69,000	230,000	1944	2
—	D5	1000	Alco-GE	S2	B-B	69,000	230,000	1944	2
				Almanor Railroad					
—	106	380	GE	44-ton	B-B	22,000	88,000	1946	3
—	166	600	GE	70-ton	B-B	41,300	140,000	1955	4
				Amador Central Railroad					
—	8	380	GE	44-ton	B-B	26,500	88,000	1945	
—	9 (2nd)	1200	BLHW	S-12	B-B	?	?	1951	5
				Arcata & Mad River Railroad					
—	101	380	GE	44-ton	B-B	26,500	88,000	1950	6
—	102	380	GE	44-ton	B-B	26,500	88,000	1950	6
—	103	?	Whit.	70-ton	B-B	35,000	140,000	?	7
—	104	380	GE	44-ton	B-B	26,500	88,000	1945	8
—	105	380	GE	44-ton	B-B	26,500	88,000	1942	9
				California Western Railroad					
—	45	—	Baldwin	—	2-8-2	30,000	150,000	1924	10
—	51, 52	750	BW	DS 4-4-750	B-B	50,000	200,000	1949	
—	53	1000	BW	DS 4-4-1000	B-B	58,750	235,000	1949	11
				Camino, Placerville & Lake Tahoe Railroad					
—	1 (2nd)	400	GE	44-ton	B-B	22,000	88,000	1953	12
				Central California Traction					
—	25	380	GE	44-ton	B-B	26,500	88,000	1946	
—	26	380	GE	44-ton	B-B	26,500	88,000	1946	13
—	30	600	GE	70-ton	B-B	41,300	140,000	1947	14
—	31, 32	600	GE	70-ton	B-B	41,300	140,000	1947	15
—	40, 41	660	Alco-GE	S1	B-B	59,700	198,000	1942	1
—	42	660	Alco-GE	S1	B-B	59,700	199,980	1942	16
				Feather River Railway (*final roster*)					
—	1	—	Lima	Shay	3T	30,350	165,400	1921	17
—	2	—	Lima	Shay	3T	40,400	205,600	1922	17
—	3	—	Lima	Shay	3T	40,400	204,700	1923	17
—	4	—	Porter	—	O-6-OT	16,260	84,000	1907	18
—	5	—	Will.	Will.	3T	36,240	175,000	1923	19
—	8	300	GE	45-ton	B-B	27,000	90,000	1951	20
—	91	—	Lima	Shay	3T	38,200	186,000	1928	21
—	101	1000	Alco-GE	S2	B-B	?	?	1950	22
—	102	900	GM-EMD	SW900	B-B	57,040	231,310	1959	23
—	191	—	Lima	Shay	3T	38,200	186,000	1929	21
				Harbor Belt Line Railroad					
				This shortline owns no locomotives.					
				Holton Inter-Urban Railway					
				This shortline owns no locomotives.					
				Los Angeles Junction Railway					
—	1-2	1000	Alco-GE	S2	B-B	69,000	230,000	1941	
—	3	1000	Alco-GE	S2	B-B	69,000	230,000	1946	
—	4	1000	Alco-GE	S2	B-B	69,000	230,000	1948	
—	5	1000	Alco-GE	S2	B-B	69,000	230,000	1949	
—	6	1000	Alco-GE	S4	B-B	69,000	230,000	1950	
—	7	1000	Alco-GE	S4	B-B	69,000	230,000	1953	
				Los Angeles Union Passenger Terminal					
				This switching operation owns no locomotives.					
				McCloud River Railroad					
—	25	—	Alco	—	2-6-2	28,800	147,000	1925	
—	28	1500	BW	DRS 6-6-1500	C-C	87,300	291,000	1948	
—	29	1500	BW	DRS 6-6-1500	C-C	87,300	294,300	1950	
—	30	1200	BLHW	S-12	B-B	71,760	239,200	1953	24
—	31	800	BLHW	S-8	B-B	34,000	202,000	1953	
—	32	1200	BLHW	RS-12	B-B	72,510	241,700	1955	
—	33	1200	BLHW	RS-12	B-B	72,510	241,700	1955	
—	34	1600	BLHW	AS-616	C-C	98,760	329,200	1952	25
—	35	1500	BW	DRS 6-6-1500	C-C	98,700	329,000	1949	25
—	SP 5207	1500	BW	DRS 6-6-1500	C-C	98,700	329,000	1949	26
				Modesto & Empire Traction					
—	D-600	600	GE	70-ton	B-B	41,280	137,600	1947	
—	D-601	600	GE	70-ton	B-B	41,280	137,600	1949	
—	D-602	600	GE	70-ton	B-B	41,280	137,600	1952	
				Northwestern Pacific Railroad					
				This shortline owns no locomotives.					
				Oakland Terminal Railway					
—	101	1000	BW	DS 4-4-1000	B-B	68,100	227,000	1948	
				Parr Terminal Railroad					
—	1	?	Plymouth	?	C	?	?	?	
—	2	?	Plymouth	?	B	?	?	?	
—	3	?	Plymouth	?	B	?	?	?	

Petaluma & Santa Rosa Railroad

—	1	380	GE	44-ton	B-B	22,300	88,000	1946	27
—	2	380	GE	44-ton	B-B	22,000	88,000	1942	28
—	3	380	GE	44-ton	B-B	22,000	88,000	1943	29
—	4	380	GE	44-ton	B-B	22,000	88,000	1945	30

Quincy Railroad

—	2	—	Alco	—	2-6-2	21,400	119,700	1924	31
—	3	380	GE	44-ton	B-B	26,400	88,000	1945	

Sacramento Northern Railway

—	141	380	GE	44-ton	B-B	26,400	88,000	1942	32
142	142, 146	380	GE	44-ton	B-B	26,400	88,000	1946	
142	147	380	GE	44-ton	B-B	26,400	88,000	1942	33
201	201	600	GE	70-ton	B-B	41,300	139,000	1955	
201	202	720	GE	70-ton	B-B	41,300	139,000	1956	32
301	301A, D	1500	GM-EMD	F3A	B-B	59,000	237,000	1948	34
401	401, 402	600	GM-EMC	SW1	B-B	50,000	201,000	1939	35
301	WP 801D	1500	GM-EMD	F3A	B-B	59,000	237,000	1948	36

San Diego & Arizona Eastern Railway

This shortline owns no locomotives.

Santa Maria Valley Railroad

—	10	600	GE	70-ton	B-B	41,280	137,600	1948	
—	20	600	GE	70-ton	B-B	41,280	137,600	1949	
—	30	600	GE	70-ton	B-B	41,280	137,600	1950	
—	40, 50	600	GE	70-ton	B-B	41,280	137,600	1952	
—	60	700	GE	U7B	B-B	31,680	105,600	1959	

Sierra Railroad

—	40, 42	1200	BLHW	S-12	B-B	60,000	240,000	1955	
—	44	1200	BLHW	S-12	B-B	?	?	1951	37

State Belt Railroad

—	20, 21	1000	Alco-GE	S2	B-B	69,000	230,000	1943	2
—	22, 23	1000	Alco-GE	S2	B-B	69,000	230,000	1944	2
—	24, 25	1000	Alco-GE	S2	B-B	69,000	230,000	1945	

Stockton Terminal & Eastern Railroad

—	10	460	Midwest	—	B-B	32,500	130,000	1933	38
—	11	300	GE	—	B-B	22,500	90,000	1941	39
—	12	380	GE	44-ton	B-B	22,000	88,000	1943	40
—	22	500	GE	80-ton	B-B	40,000	160,000	1942	41

Sunset Railway

This shortline owns no locomotives.

Tidewater Southern Railway

735	735	380	GE	44-ton	B-B	26,400	88,000	1946	42
741	741, 742	600	GE	70-ton	B-B	41,300	138,000	1948	43
741	743	600	GE	70-ton	B-B	41,300	138,000	1953	

Trona Railway

—	50, 51	2000	BW	DT 6-6-2000	C-C	106,380	354,600	1949	
—	52	1600	BLHW	AS616	C-C	107,200	357,400	1954	
—	53	1600	BLHW	AS616	C-C	97,500	324,980	1951	44

Ventura County Railway

—	1	600	GE	70-ton	B-B	35,000	140,000	1948	
—	2	—	Baldwin	—	2-6-2	?	?	1922	
—	3	330	Whitcomb	50DE58B	B-B	22,500	90,000	1949	45

Visalia Electric Railroad

DS-201	501, 502	400	GE	44-ton	B-B	22,300	89,200	1945	30

Yreka Western Railroad

—	18	—	Baldwin	—	2-8-2	35,700	142,400	1914	46
—	19	—	Baldwin	—	2-8-2	33,350	142,400	1915	46
—	602	800	GM-EMD	SW8	B-B	50,596	205,715	1952	47
—	603, 604	660	Alco-GE	S1	B-B	58,200	194,000	1940	48

California Roster Notes

Rosters are based on data from officials of the various railroads and are accurate as of the first quarter, 1967. For the purpose of our rosters, a shortline is defined as a common carrier listed in either the Official Guide or the Pocket List of Railroad Officials, or both, which has a route mileage less than 400.

Locomotive builders: Alco-GE, American Locomotive Co.-General Electric Co.; GE, General Electric Co.; BLHW, Baldwin-Lima-Hamilton-Westinghouse; BW, Baldwin-Westinghouse; GM-EMD, General Motors, Electro Motive Div.; Alco, American Locomotive Co.; GM-EMC, General Motors-Electro Motive Corp.; Whit., Whitcomb Locomotive Co.; Will., Willamette.

(1) ABL D1-D2 were sold to Central Calif. Traction, renumbered 40-41.

(2) ABL D4-D5 were originally State Belt 22, 20, then ABL D4, D5.

(3) Almanor 106 was sold to Collins Pondosa Lumber Co. in 1955 as Big Creek & Telocast 106; then sold to Valsetz Lumber Co., renumbered 1. It was inherited by Boise Cascade Corp., renumbered 1.

(4) Almanor 166 lettered Collins Pine Co.

(5) AC 9 (2nd) was originally Sharon Steel 1, then AC 9 (2nd).

(6) A&MR 101, 102 were originally Pine Flat Dam Constructors locos, then A&MR 101, 102.

(7) A&MR 103 was originally U.S. Navy unit, then Hyman-Michaels 7, then A&MR 103, then Franko Railroad Contractors?

(8) A&MR 104 was originally Fernwood, Columbia & Gulf D-3, then A&MR 104.

(9) A&MR 105 was originally Southern Pacific 1901, then A&MR 105. No longer on roster.

(10) CW 45, built for Brownlee Olds Lumber Co., was purchased from Medford Corp., on which it was numbered 3. Cylinders are 19"x24".

(11) CW 53 was originally U.S. Govt. W8380, then CW 53.

(12) CP&LT 1 (2nd) originally had no number, then was numbered 101, then renumbered 1 (2nd).

(13) CCT 27 was sold to Associated Metals Co., renumbered 26.

(14) CCT 30 was sold to a railfan group.

(15) CCT 31 was scrapped in 1963. CCT 32 was sold to Preston W. Duffy & Son and scrapped.

(16) CCT 42 was originally Northern Pacific Terminal 34, then CCT 42.

(17) FR 1-3 were originally owned by Hutchinson Lumber Co., then by Feather River Pine Mills, then by Feather River Ry. No. 1 was never lettered Feather River Ry.; put on display in Oroville, Calif., in 1961. Nos. 2, 3 were retired, stored in Oroville. They had a boiler pressure of 200 psi, and 36" drivers. No. 1 had 12"x15" cylinders. Nos 2, 3 had 14½"x15" cylinders.

(18) FR 4 was originally Mammouth Copper Co. 4, then Hutchinson Lumber Co. 4, then Feather River Pine Mills 4, then Feather River Ry. 4, but

(CONTINUED ON PAGE 66)

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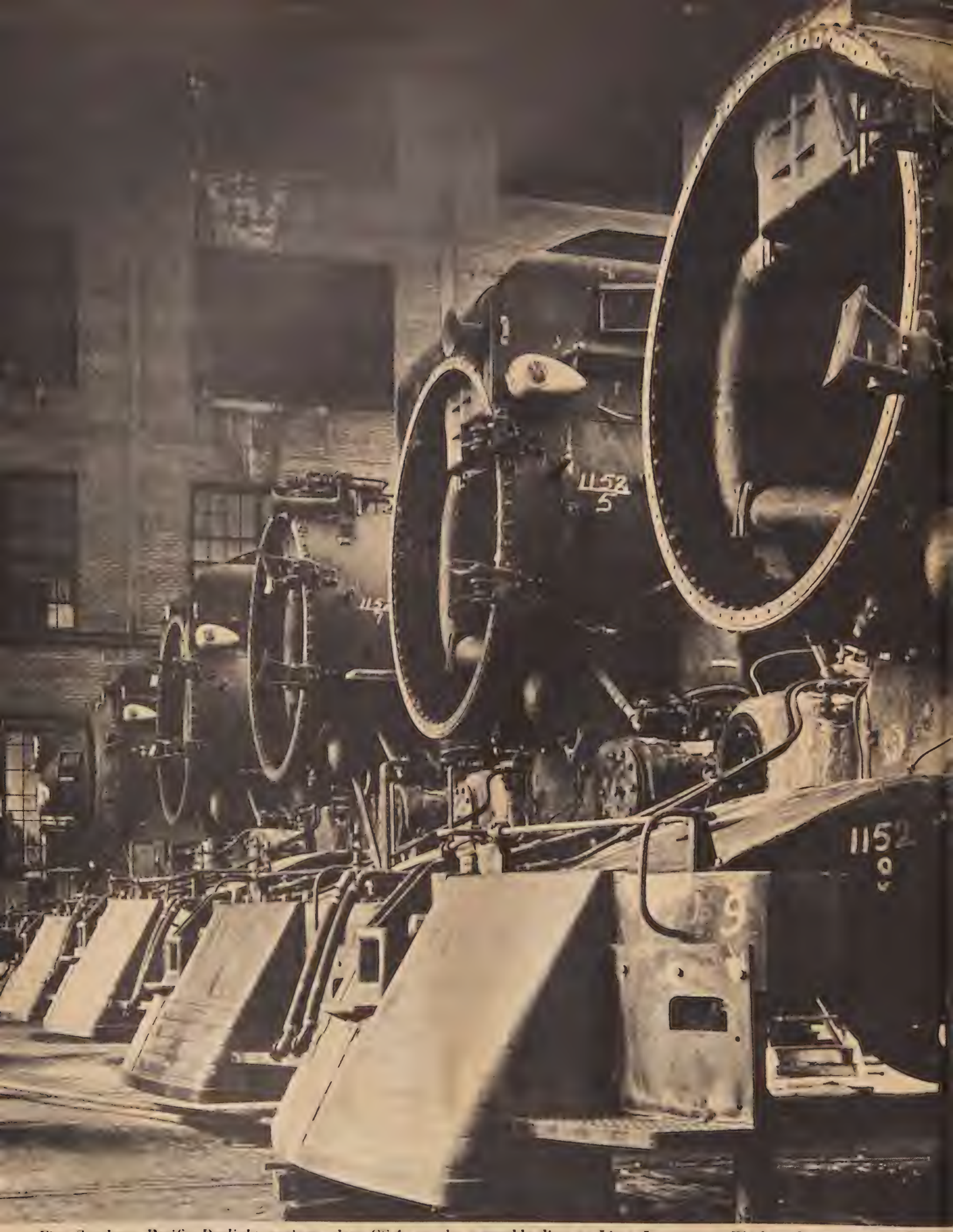

Five Southern Pacific *Daylight* engines, class GS-4, on the assembly line at Lima Locomotive Works, almost completed.
Photograph from new book, "Super Power Steam Locomotives," by Richard J. Cook

BOOKS OF THE RAILS

SUPER POWER STEAM LOCOMOTIVES, by Richard J. Cook, 144 pages, 8½x11", illustrated, Golden West Books, P.O. Box 8136, San Marino, Calif. 91108, $8.95.

"When five Upper Sandusky, Ohio, men got together in 1869 to form a machinery company, they had no idea that some day their firm would be building steam locomotives." Thus Richard Cook, author of the book *Ra Across the Midlands* and a *Railroad Magazine* contributor, begins his account of the Lima Locomotive & Machine Company, later known as Lima Locomotive Works.

He includes the story of Ephraim Shay, told in the latter's own words, and the Shay engines that Lima built, and goes on from there to the very last Lima steamer, the Nickel Plate's 779 with a 2-8-4 wheel arrangement, and shows an excellent view of her from Jim Shaughnessy's camera. Also, he gives much attention to Lima's experimental A-1, a 203-ton Berkshire type, the first super power loco, of which Lima outshopped 699 units from substantially the same design.

Aside from its very readable history and technical data, including loco specifications, this book devotes a fair amount of space to human interest, personal recollections of locomotive performance, which enhances its value. But the greatest appeal of *Super Power Steam Locomotives* is its picture gallery. Some of America's foremost railroad photographers are represented here. Of special interest is a shot showing a builder's photo being made, the engine being Chicago Great Western's 854.

DIESEL SPOTTER'S GUIDE, by Jerry A. Pinkepank, 307 pages, 8¼x5½", paperbacked, full-color cover, illustrated, indexed, Kalmbach Publishing Co., 1027 N. 7th St. Milwaukee, Wis. 53203, $3.50. (Not available from *Railroad Magazine* Book Service)

We have long felt the need for such a guide, particularly to supplement the locomotive rosters compiled by Sy Reich for every issue of *Railroad Magazine*. Now, if we want to know about certain diesel types, turn to Pinkepank's helpful *Guide* to find definitive photos and detailed information, including specifications.

"This book," says the author, "seeks to cover comprehensively the diesel locomotive designs that have been applied in the U.S. since 1918, with the following exceptions: industrial, military, and export designs."

Organized by builders, the *Guide* indexes models and specification numbers. It includes with the American affiliates: General Motors Diesel, Ltd., with Electro-Motive; Montreal Locomotive Works with Alco; Canadian Locomotive Co. with Baldwin and Fairbanks-Morse. Within each builder's listing you'll find units organized thus: switchers, light road switchers, B-B road switchers, C-C road switchers, B-B cab units, and passenger cab units (B-A1A, A1A-A1A, lightweight train power cars).

We recommend the *Guide* highly, even though, unfortunately, its printer seems to have gotten tired of numbering pages after the 19th. An index without page numbers is an anomaly, to say the least.

SOUTHERN PACIFIC MOTIVE POWER ANNUAL: 1966-'67, written and compiled by Joseph A. Strapac, 39 pages, 8½x11" issues, paperbound, illustrated, Chatham Publishing Co., P.O. Box 283, Burlingame, Calif. 94010, $3.25.

Besides the complete current roster of some 2,400 SP units operating daily on lines from St. Louis to Los Angeles and from New Orleans to Portland, Strapac goes into detail about the latest

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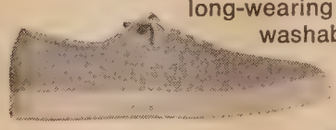

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renumbering, why and how it was done, and old units disposed of in 1966. He analyzes, with many pix, SP power.

Overseas Railway Books

The following books were published in England and distributed in North America by Taplinger Publishing Co., Inc., 29 E. 10th St., New York, N.Y.

SOUTHERN STEAM, by O. S. Nock, photos, full-color frontispiece, appendixes including loco roster of Britain's old Southern Railway and named engines, indexed, published by David & Charles, $10. (A competent job by Britain's most prolific railway author)

CALLANDER & OBAN RAILWAY, by John Thomas, 200 pages, 5½x8½", illustrated, with photos, line drawings, and full-color frontispiece, bibliography, chronology, etc., indexed, published by David & Charles, $8.50. (History of an oldtime major Scottish railway)

A REGIONAL HISTORY OF THE RAILWAYS OF GREAT BRITAIN: *Vol. 4, The North East*, edited by David St. John Thomas, 237 pages, 5½x8½", illustrated with photos and maps, including 10½x15" folded map, indexed, published by David & Charles, $9. (Well-written account of all rail lines in northeastern England from early colliery tramways down to the present)

STONE BLOCKS AND IRON RAILS *(Tramroads). Industrial Archaeology*, by Bertram Baxter, edited by E. R. R. Green, 272 pages, 6x8¼", including *Gazeteer of Wagonways and Tramroads*, bibliography, indexed, published by David & Charles, $11. (Tracing the history of some 1,500 route-miles of British horse railroads and tramroads)

CAVAN & LEITRIM RAILWAY, by Patrick J. Flanagan, 192 pages, 5½x8½", illustrated with photos, maps, diagrams, and full-color frontispiece; addenda including speed restrictions, level crossings and railway houses, regulations, tickets and fares, stamps, gradient profile, etc., indexed, published by David & Charles, $8.50. (History of one of Ireland's most fascinating railways)

THE LOUGH SWILLY RAILWAY, by Edward M. Patterson, 189 pages, 5½x8½", illustrated with photos, maps, line drawings, and full-color cover; appendixes including list of stations, notes on tickets, verse, etc., indexed, published by David & Charles, $7.50. (History of narrow-gage railways of North West Ireland, Part 2)

THE BALLYCASTLE RAILWAY, by E. M. Patterson, 154 pages, 5½x8½", illustrated with photos and line cuts, appendixes including list of stations, engine dimensions, etc., bibliography, indexed, published by David & Charles, $7.50. (History of narrow-gage railways of North East Ireland, Part 1)

THE WELSH HIGHLAND RAILWAY (48 pages, 5½x8½", $2.75) and MORE ABOUT THE WELSH HIGHLAND RAILWAY (109 pages, same size, $3), both by Charles E. Lee, paperbound, illustrated with photos, maps, and diagrams, published by Welsh Highland Light Railway (1964), Ltd. (Good stuff, if you're interested in Welsh railways)

FRENCH MINOR RAILWAYS, by W. J. K. Davies, 142 pages, 5½x8½", illustrated with photos, maps, and drawings; appendixes include many rosters, numbering systems, preserved railway material, bibliography, indexed, published by David & Charles, $6.50. (History, beginning with first French law authorizing the building of local railways, passed in 1865)

RAILWAY HOLIDAY IN SPAIN, by D. Trevor Rowe, 164 pages, 5½x8½", illustrated with photos, Locomotives for Future Museum, bibliography, indexed, published by David & Charles, $6.95. (No. 6 in *Railway Holiday* series)

RAILWAY HOLIDAY IN BAVARIA, by J. H. Price, 160 pages, 5½x8½", illustrated with photos and maps, specifications of Bavarian and German Federal locomotives, bibliography, indexed, published by David & Charles, $7.50. (8th volume in *Railway Holiday* series)

THE BRITISH IRON & STEEL INDUSTRY, by W. K. V. Gale, 198 pages, 6x8", 16 pages of photos, bibliography, glossary, indexed, published by David & Charles, $9.75. (A technical history)

HOLIDAY CARAVANNING: *The Complete & Up-to-Date Guide*, by C. George Bainbridge, 176 pages, 5½x8½", illustrated with photos and drawings, appendixes including various aspects of caravanning, indexed, published by David & Charles, $4.95. (Not railroading but has a wanderlust appeal)

The following books were published in England by Ian Allan and are distributed in North America by Leisure Time Books, P.O. Box 634, New Rochelle, New York 10802:

BRITISH RAILWAYS: STANDARD STEAM LOCOMOTIVES, by E. S. Cox, 218 pages, 6x9", illustrated with photos and working drawings, indexed, $11. (A mighty good book in a specialized field)

GREAT WESTERN ALBUM, by R. C. Riley, 115 pages, 7x9" photos with adequate captions and an introduction, $8 (Superb British railway photography)

REFLECTIONS ON A BRITISH RAILWAY CAREER *(from London & North Western to British Rail)*, by J. M. Dunn, 184 pages, 5½x8½", illustrated with photos, maps, and diagrams, indexed, $6.75. (Delightful, frank, personal reminisces of 50 years of railroading)

"I haven't seen my nephew Tom Shedd for over 20 years," writes Martin Shedd, 1506 Lorane Highway, Eugene, Ore. "If it hadn't been for the rare occasion of receiving a letter from his mother recently, mentioning Tom's return from a tour of Japan, I might still be unaware of that piece about him (*Interesting Railfans* No. 51) in March *Railroad Magazine*. I swelled with pride on reading your story."

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SOUTHERN PACIFIC STEAM ANNUAL, Strapac	$ 3.25	($ 3.10)
BRITISH RYS.: STANDARD STEAM, Cox	$11.00	($10.45)
GREAT WESTERN ALBUM (British), Riley	$ 8.00	($ 7.60)
RAILROADS OF YOSEMITE VALLEY, H. Johnston	$ 8.50	($ 8.05)
LURE OF STEAM, by Eric Treacy	$16.00	($15.20)
HISTORIC RAILWAY DISASTERS, by O. S. Nock	$11.00	($10.45)
EASTERN STEAM PICTORIAL, Pennypacker	$15.00	($14.25)
COLLECTOR'S BOOK OF LOCOMOTIVE, Alexander	$15.00	($14.25)
STEAM IN EUROPE, by P.B. Whitehouse	$14.00	($13.30)
STEAM LOCO. IN EASTERN EUROPE, by Durrant	$10.95	($10.40)
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SNOWPLOW, by Gerald M. Best	$ 6.00	($ 5.70)
FAREWELL TO STEAM, by David Plowden	$10.00	($ 9.50)
LONG ISLAND R.R., Vol. 3, Seyfried	$ 6.00	($ 5.70)
ATLANTIC COAST LINE, by Richard E. Prince	$12.50	($11.90)
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THE BIG SPENDERS, by Lucius Beebe	$ 6.95	($ 6.70)
LOCOMOTIVES THAT BALDWIN BUILT, Westing	$12.95	($12.30)
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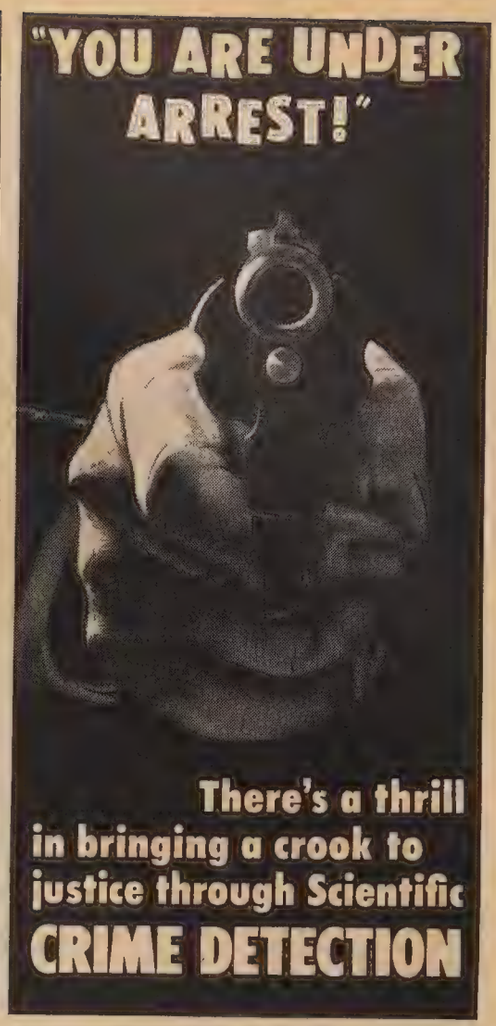

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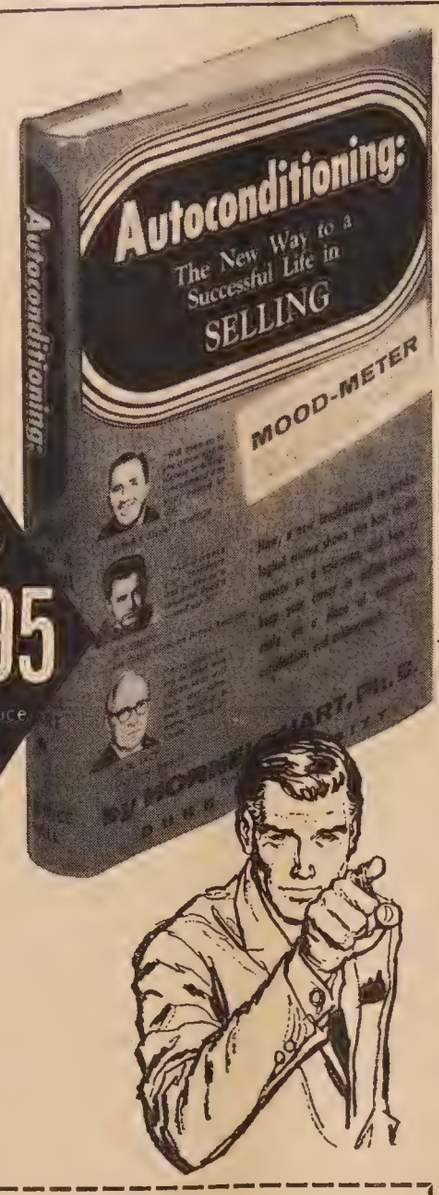

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HOBBY CLUB

Conducted by Sy Reich

NATIONAL Railways of Mexico are planning to establish a museum on their narrow gage lines and operate old-style steam trains between San Lazaro and the ancient city of Teotihuacan, reports Luis Leon Torreabla, Panama 705, Apartado 838, Mexico 13, D.F., Mexico.

There was a connecting line to the Pyramids of Teotihuacan, using horsecars and even steam trains when business was good, from San Juan Teotihuacan (FC Mexicano) station, but completion of a highway forced it to close in about 1930. Now there is a 4-lane toll highway.

NdeM wants tourists to visit the ancient city. Stations will be refitted; conductors will wear uniforms of about 1900. Freight and passenger service will be operated as usual. Round-trip, one-class, excursion fares will be about $1.20 (U.S. money).

Along the Steam Trail

Info. on the Great Northern Mallet with a smokestack in the middle comes from Wayne M. Scott, 2026 S. Dakota Ave., Sioux Falls, S.D. 57105. "She was class M-1 (2-6-8-0) and carried road number 1965. It was believed that she would steam better and use less coal with the stack in the middle but this did not prove to be true. Because of having continual difficulty with leaky flues, they were removed. Concrete was poured in the front section of the boiler to add weight. Later she was rebuilt to single expansion class M-2, with the stack installed in front. The experiment was made in about 1914, according to retired GN engr. Alfred Frederickson, who told me about it."

"The last Mallets operating in North America, so far as I know, are those of Rayonier Logging Co. in Washington State; but if you want to see and photograph them you'd better hurry, because the company already has two 1600-hp Baldwin diesels in mainline service and other diesels on order," writes Bill Curry, 1613 Valley Ave., Puyallup, Wash. 98371.

"No. 38, a 2-6-6-2 Mallet, operates on the 45-mile main line between Crane Creek transfer and New London log dump. At this writing, two saddle-tank 2-6-6-2T Mallets, Nos. 110 and 111, run over the branch line to and from Camp 3, besides being used also on mainline work trains, but will probably be pulled out of service soon. Stored inactive are two other 2-6-6-2 Mallets, Nos. 14 and 120, the latter being cannibalized for parts to keep No. 38 running. The Rayonier shops, enginehouses, and office at Railroad Camp are large and impressive. I have been around Rayonier for years and have many facts and pictures of their rail line."

A steam-powered industrial line serving the mine and smelter at Santa Rosalia, Mexico, about midway down the western peninsula on the Sea of Cortez side, is the only operating railroad in the territory of Baja California Sur (Southern California), reports Doug Richmond, 583 Mira Vista Ave., Oakland, Calif. 94610.

"Until about 10 years ago," he writes, "a French company operated the mine, which explains the equipment's European flavor. When I visited the place only one locomotive was running. She had no builder's plate, but the 26-year-old hogger said she was built in Belgium in 1889. Except for the hook-and-chain couplers and a feedwater pump coupled to the monkey-motion on the right side, she is a conventional 6-wheel switcher. Also on the roster are a similar goat and what looks like the first

industrial Brownhoist locomotive crane ever built. I made some photos on a day so hot that the exhaust steam didn't show up at all. So I shouted to the engineer: *'Mas humo, por favor!'* (More smoke, please!), and he amiably widened on the firing valve to let me photograph a smoke plume."

"Back in 1896, at age 15, I got a job as engine wiper on the Chicago & West Michigan (now C&O)," writes Ed Edmonds, c/o American Trading Co., 4889 Oak Drive, Box 246, Morongo Valley, Calif. 92256, "and after working in the roundhouse a few days I was sent up the road about a mile to do wiping for the Detroit, Lansing & Northern, which the same company owned. Later I went firing, was promoted, and then turned boomer. For 30 years I ran steam engines all over the U.S., Canada, and Mexico."

"Maybe someone will tell me about the steam locos recently seen on TV," writes Gordon Y. Mills, 1159 Loma Sola Ave., Upland, Calif. 91786. "A Baker-geared coalburner was featured in an old movie, *It Happened to Jane*, starring Doris Day and Ernie Kovacs. A diamond-stacked 4-4-0 enlivened the film *Sheep Man*, with Glenn Ford and Shirley MacLaine."

Help in establishing a new steam-powered tourist railway in southern West Virginia is sought by Thomas W. Dixon, Alderson, W. Va. 24910. He wants to build a line from near Alderson westward to a point 5 miles up to Keeny's Nob, a 3,945-foot mountain, using the roadbed of an old logging railroad which operated over that route from 1906 to 1915. Tom thinks he could get a Shay, a Heisler, and a Climax. His main problem, of course, is funds. He'd like to get Federal aid (who wouldn't?) or have the proposed line operated by a state agency, like the successful Cass Scenic, about 60 miles from Alderson.

"Omer Lavallee, the Canadian historian, states he is glad the East Broad Top Railroad in Pennsylvania does not paint its locos gaudy colors," writes S. G. Shook, 160 Andover St., Wilkes-Barre, Pa. 18702. "The EBT continues the policies it has maintained for many years, keeping its machinery in good condition for transportation purposes. Many EBT devotees do not consider it a tourist road, although that has been its only source of income since losing its coal tonnage. The words 'replica' and 'restored' have no place in EBT. The railroad stands intact, the full 33 miles —plus branches stripped of track—as laid out almost 100 years ago. When the 1874 rolling stock wore out, it was replaced by the equipment now in use. Some original built-up arch-bar trucks and other items remain. And on the Shade Gap branch is an operating trolley museum, Railways to Yesterday."

Setouts and Pickups

Any railroad that wants a good-looking young girl as a trainman, yard clerk, or what-have-you should contact Miss Andrea Marie Kriss, 1915 Barnett St., Rahway, N.J. 07065. Andrea recently went to Philadelphia to apply for such a job. The interviewer said the Pennsy wasn't using women in train service any more but might do so within a year because of the new high-speed passenger service scheduled to begin in October, for which, he said, not enough men were currently available. Andrea is a collector of train orders, train reports, and other railroadiana. Photo shows her in a trainman's cap like the one she hopes some day to be wearing at work.

"For the past 4 years," writes Richard W. Hutchings, 20435 Steel Ave., Detroit, Mich. 48235, "I have been collecting Grand Trunk Western steam photos and negatives, mostly from old relatives and their friends. I will buy other such negatives from anyone."

Anyone interested in writing a book on the Sumpter Valley Railroad, a line started at Baker, Ore., about 1884, can get info. free from Frank A. Lyon, Box 40, Sumpter, Ore., a Union Pacific fireman from way back.

A new 16mm sound and color film of railroad interest, *Containerization Today*, issued by American Iron & Steel Institute, is available on a free-loan basis to freight shippers, clubs, etc., on request to Sterling Movies, Inc., Booking Dept., 43 W. 61st St., New York, N.Y. 10023.

"I like *Railroad Magazine*," writes Salvador Perez Garcia, Residencia Universitaria No. 4, Leon, Nicaragua. "Your country's railways are very good. Here in Central America the rails and the cars are mostly very old, but some locomotives are new. Will one of your readers, please send me pictures of U.S. or Canadian railways, locos, cars, stations, bridges, etc.?"

A 27-page railroad drama in one act, *A Ticket to the City*, including stage directions, by Donald Elser, Sharrott Rd., North Lima, Ohio 44452, may be had for 50¢ a copy from the publisher, Samuel French, Inc., 25 W. 45th St., New York, N.Y. 10036. The play deals

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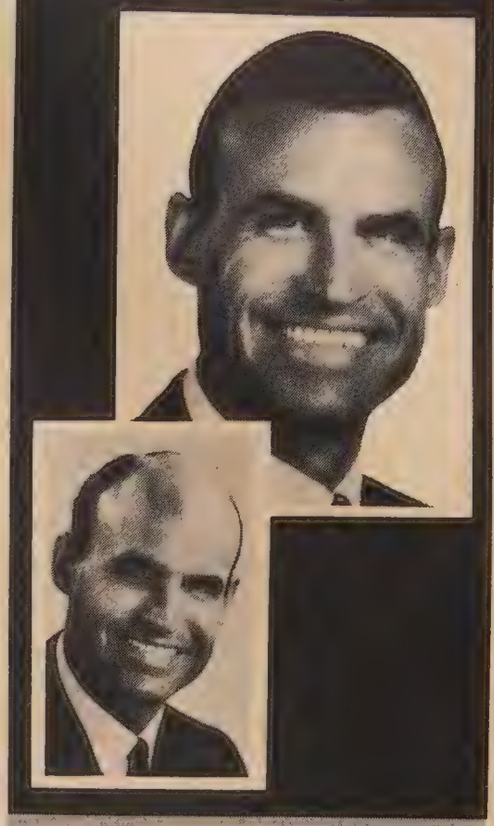

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with strangers in a station waiting for a train, which is late. As they wait, the stories of two of them, the Young Man and the Girl, unfold.

While we are waiting for the appearance of Otto Kuhler's autobiography, *My Iron Journey*, due off the press May 31st, the most complete showing of Kuhler's etchings and oil and watercolor paintings is being held May 31st to June 15th at the U.S. National Bank Center, 1700 Broadway, Denver, Colo.

Requests that we get for glossy photos of Becky Nanny, "Miss Transportation" at Knoxville, Tenn., to whom our January issue gave a full page, are being forwarded to the photographer, Earl Walker, who's with the University of Tennessee at Knoxville.

Rail Photo Service, established 1910, America's largest dealer in photos of engines and trains, has moved from Boston to 125 Kennedy Memorial Drive, Waterville, Maine 04901.

Because many a smoker eventually has to fight heart disease or lung cancer, the *Intermountain News* (NRHS, Golden, Colo.) quotes a switchman as rejecting a cigarette with these words: "No, thanks, I'd rather switch than fight."

Another bit from *Intermountain News*: "The Santa Fe claims to have America's longest strip of rail, 21 miles, on a new 37-mile branch from French, N.M., to the York Canyon coal mine of Kaiser Steel."

Wanted by George S. McCarther, 1965-A St. Antoine St., Montreal 3, Que., Canada: info. on accident when loco fell through Lake Champlain bridge at Rouses Point, N.Y., in April, 1920.

Texas Transportation Museum in San Antonio, which acquired Santa Fe cafe-observation cars 1510 and 1511 some time ago with the idea of restoring them, reports *The Clearance Card* (Southwest Historical Society), announces that the 1510 didn't make the grade but that the 1511 has been restored and is ready for fantrips.

Also in *The Clearance Card* is the news that Everett DeGolyer (No. 34 in our *Interesting Railfans* series) has obtained the Burlington system's steam loco records for the DeGolyer Foundation Library. Among the documents are, unaccountably, an erection card for a Texas & Pacific 4-4-2 and early diagrams of Abilene & Southern power.

Ed Fulcomer corrects our D&RGW roster (April '67) as follows: Alco PA's and PB's numbered 6001-6003 and 6011-6013 were originally 600ABC-601ABC. We will not run a roster of the Duluth, Missabe & Iron Range, due to lack of cooperation by the railroad. Next month we hope to publish rosters of the Erie-Lackawanna and Colorado shortlines.

Don Redmond, Columbus, Mont., wants history of narrow-gage line between Bellevue and Cascade, Iowa; also info. on wreck on that line in which conductor was killed.

NRHS member Willis Acker, Jr., 615 W. 40th St., Anniston, Ala. 36201, wants to hear from Southern Ry. fans.

Ireland Heard From

"With pleasant surprise I saw an item about my country in *Along the Iron Pike* (Jan. issue)," writes A. P. Hughes, 27 Botanic Rd., Glasnevin, Dublin 9, Eire. "Joe Easley pictured a horse on a switching job at Shannonvale Flour Mill at what he called 'a spur of the Irish Transport Company's main line.' That is incorrect. A horse *was* used in switching the mill, but that line folded up 7 years ago. Besides, it was a spur off the branch in County Cork.

"The line, nearly a mile long, left the Clonakilty branch of the former Cork Brandon & South Coast Railway. Another CB&SE branch ran to the fishing village of Baltimore for which a Maryland city in the U.S.A. was named. The flour mill owned the spur, which a horse always worked.

"In April, 1960, the Irish Transport Co. (more correctly, *Coras Iompair Eireann*) closed down all remaining CB&SE sections that had come into their hands, after claiming they had lost money even with dieselization of the branch, a claim still disputed. This deprived the Shannonvale line of a connection with the rest of the Irish rail system. Operation ceased when the Clonakilty branch closed.

"Very few branch lines remain in Ireland. Our rail system consists mainly of tracks radiating from Dublin to the principal cities and towns. Gone forever are the charm and fascination once associated with it. Our present system is fully dieselized and operates some 270-odd locomotives and 70 multiple-unit rail cars. The General Motors diesels used here differ from their American counterparts in that each unit has a cab at both ends. In the six northern counties, which have a separate government and a strong anti-rail policy, scarcely any rail lines are left.

"I find *Railroad Magazine* consistently interesting. Your stories and articles on the Golden Age of steam are particularly good."

The Other Side of Jordan

Wilbur G. Kurtz, Sr., of Atlanta, Ga., has crossed to "the other side of Jordan." The beloved artist, historian, railfan, and Civil War expert was also a contributor to *Railroad Magazine*. For 13 months he worked in Hollywood, Calif., as technical advisor in the filming of *Gone With the Wind*, and later held similar positions for Walt Disney's *Song of the South* and *The Great Locomotive Chase*. He also helped to create the huge diorama painting of the Battle of Atlanta in that city's Grant Park.

Kurtz first went to Atlanta on a visit to study the history of the Andrews raid of 1862, a Civil War episode involving the 4-4-0 locomotives *General* and *Texas* on the Western & Atlantic (now L&N). He interviewed the aging Capt. William A. Fuller, the conductor who had led the party that overtook the stolen *General*, and in the course of that interview he became so enamored of Fuller's lovely daughter, Annie Laurie, that he married her.

In 1944, when Freeman Hubbard was writing his first book, *Railroad Avenue*, subtitled *Great Stories and Legends of American Railroading*, Kurtz generously supplied facts for the chapter on the Andrews raid that Hubbard called "The Other Side of Jordan." Later, W.G.K. said that chapter was the most accurate account of the famous locomotive chase he had ever read. The chapter was given that title because James J. Andrews, on the night before he was hanged in Atlanta, told his companions in prison, "Boys, I have often thought I would like to see what lies on the other side of the River Jordan."

Hubbard was planning to write a personality sketch of Wilbur Kurtz for our *Interesting Railfans* series when he learned of the old historian's death from James G. Bogle, a retired Army colonel who was No. 49 in that series and a pallbearer at the funeral.

"I have wonderful memories of Mr. Kurtz," says Bogle, "and the chats and trips we took together over the past 13 years checking out phases of the Civil War or just getting around."

Wilbur Kurtz passed away just ten days before his 85th birthday, leaving behind a world he loved and to which he contributed much. A bit of poetry comes to mind. We don't know the author's name, but here is the poem:

Death is only an old door
Set in a garden wall.
On quiet hinges it gives at dusk
When the thrushes call.
Along the lintel are green leaves;
Beyond, the light lies still.
Very weary and willing feet
Pass over that sill.
There is nothing to trouble any heart,
Nothing to hurt at all.
Death is only an old door
Set in a garden wall.

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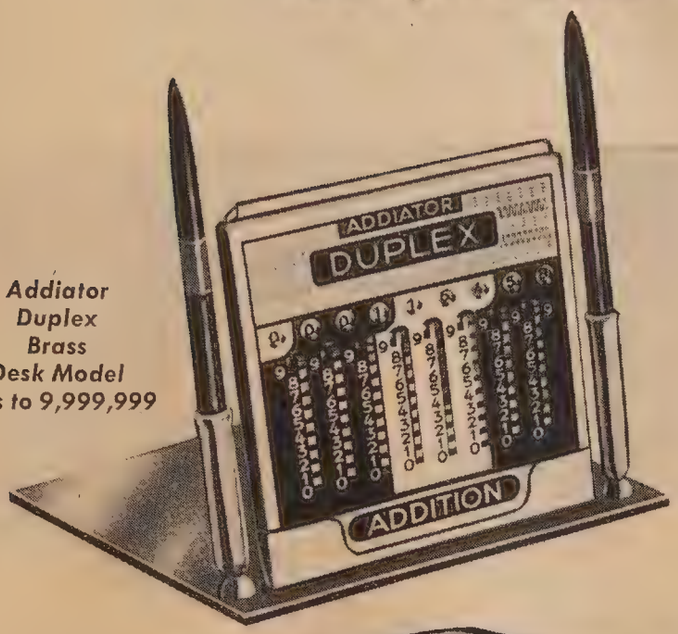

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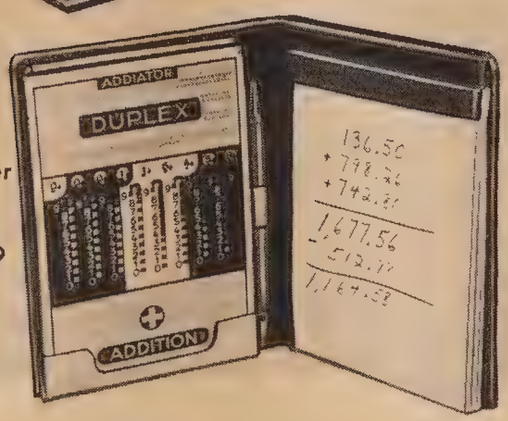

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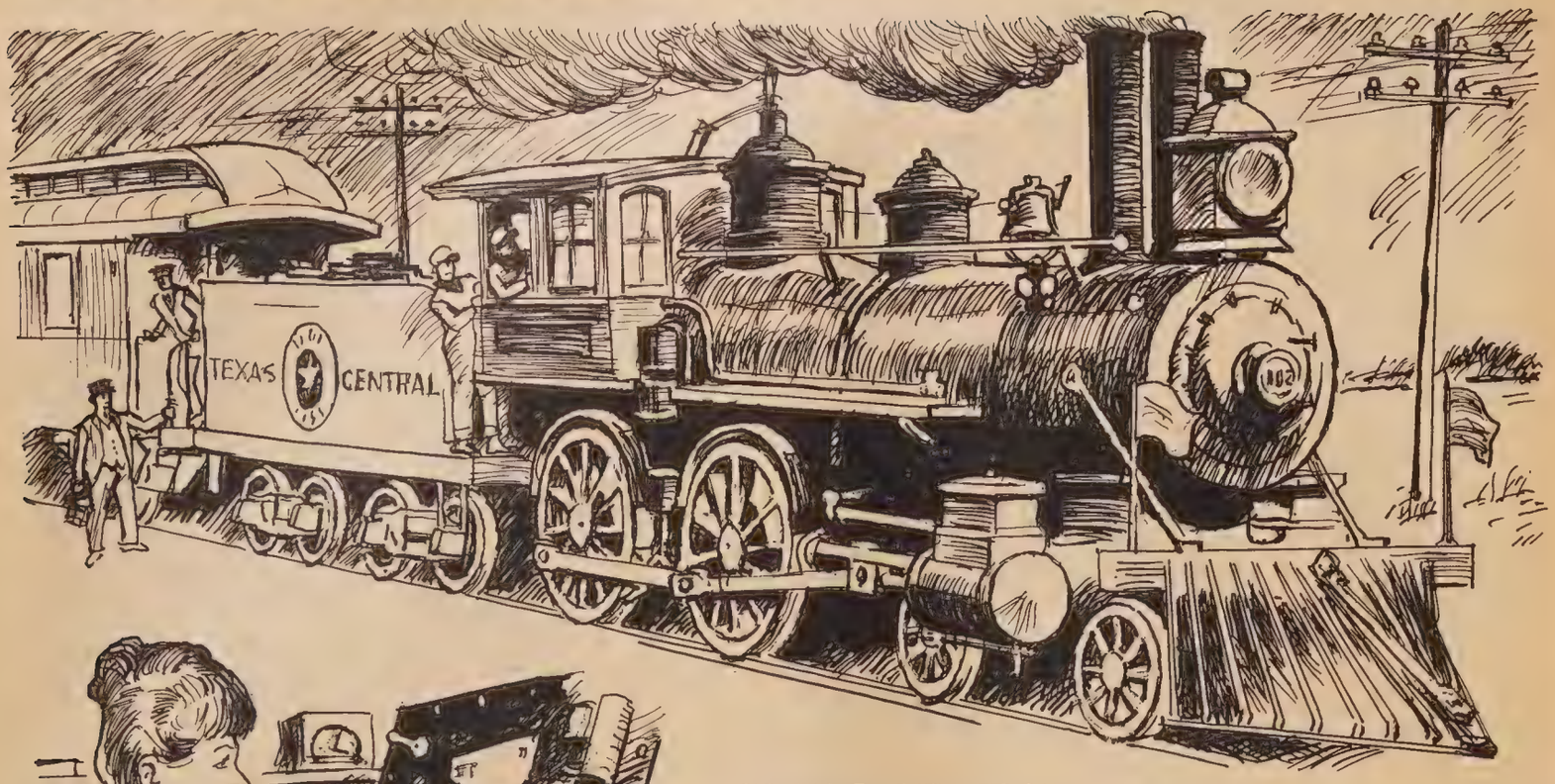

TEXAS CENTRAL 102 (BALDWIN, 1880) HAD TWO STACKS FOR HER WARREN DRAFT EQUALIZER, SAYS KATY ENGINEER J.R. PATTERSON, JR., SMITHVILLE, TEXAS. (from "The Locomotive Engineer")

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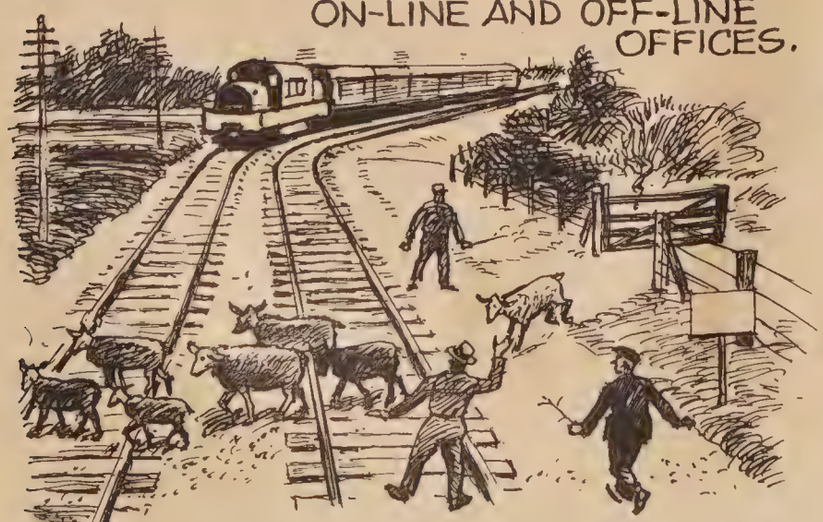
LIKE A DEBUTANTE, B&O DIESEL RECENTLY HAD A "COMING OUT" PARTY. CHICAGO MAINTENANCE CREW ACCIDENTALLY TURNED THE POWER ON AND IT BROKE THROUGH A WALL. (from Chicago Sun-Times)



FLOCK OF SHEEP DELAYED LONDON-LIVERPOOL EXPRESS IN ENGLAND 17 MINUTES BECAUSE SOMEONE HAD CARELESSLY LEFT OPEN A FARM GATE.

The Switch List

THESE items are published free and in good faith, without guarantee. Keep within 28 words, including name and address. Use zip code. We won't run an entry if it is hard to read.

Do not omit St., Ave., etc., in your address. Use abbrevation such as *tts.* (timetables); *emp. tts* (employes timetables), and *SSE* (send 5¢ stamped envelope for list or details).

A tight printing schedule compels us to close the *Switch List* long before publication date. As this magazine hits the newsstands our July department is closed. Entries for Aug. issue should reach us before May fifth. Address Sy Reich, *Railroad Magazine*, 205 E. 42nd St., New York, N.Y. 10017.

MORRIS ABBOTT, 247 Gulf St., Milford, Conn. 06460, selling duplicate passes mostly before 1920. SSE.

ROGER ARCARA, 2405 Marion Ave., Bronx, N.Y., sells reconditioned 116, 616, 122 cameras, giving large, long negatives desireable for railfan photos. All guaranteed. Details, latest list free.

FRED ARONE, 377 Ashford, Dobbs Ferry, N.Y. 10522, wanted: will buy entire collections of railroadiana. Books, tts., keys, catalogs, passes, folders, misc.; also anto, ship, and express items.

DONALD AUSTIN, N. Main St., Troy, N.H. 03465, sells railroadiana. Large list and samples 25¢.

CECIL BARRETT, 306 1st Street, Saskatoon, Sask., Canada, sells rr. photos, CN, CP, etc. List and sample for 25¢ in coin.

V.W. BEST, 9306 Orizaba, Downey, Calif. 90240, buys caboose prints or negs. Sells. tts. List free.

SETH BRAMSON, 8035 Cecil St., Miami Beach, Fla. 33141, sells photos from FEC official negs. 5 pic. 8x10 sample set $5. Buys anything FEC. Trades tts. and other railroadiana.

TOM BROWN, 5912 Fern St., El Cerrito, Calif. 94530, trades train orders from NYO&W, CN, ATSF, SP, etc. and old passes for emp. tts. from Eastern and Southern roads.

HENRY BRUECKMAN, Box 483, San Anselmo, Cal. 94960, sells West German RR builder and number plates, steamwhistle, brass switchmen's lantern and streetcar bells. SSE.

JOE BURKEL, 133 Lehigh Ave., Blackwood, N.J. 08012, recently started a lantern coll. and needs all the help he can get. Has a few lanterns to trade.

J.C. CABOT, 1957 Newell Ave., Walnut Creek, Calif. 94529, has UP Overland Ltd. dinnerware. Quantities Ltd. SSE for list.

THOMAS CHAMBERLAIN, 323 Chemung St., Sayre, Pa. 18840, buys sells, trades passes, tts., etc.; 22 page list for 10¢ esp. wants northeast Penna. items.

CLYDE COLLOM, RD 4, Meadville, Pa. 16335, Pa., wants N.W. Pa. st. and narrow-gage pix.

S.W. CONNER, Box 484, Victoria, Va. 23974, trades Piedmont and Northern train orders for those of other roads.

BILL CURRY, 1613 Valley Ave., Puyallup, Wash. 98371, sells western logging railroad pics and slides also Milw., NP, GN, UP pics. Also sells maps of west, logging roads, railroadiana, 19 orders, emp. tts., souvenirs, etc. Send (SSE).

WM. DAVIS, 715 S. Branson St., Marion, Ind. 46952, wants negs. of CRI&P 28-99, 621-630, 730, 795-806, NYC 100-343, 505-573, 800-810, 4100-5104.

FRANK DeLARM, 359 Glen Oak Road, Venice, Fla. 33595, sells New England RR bonds, cap badges, buttons and rule books. One bond and list for 25¢.

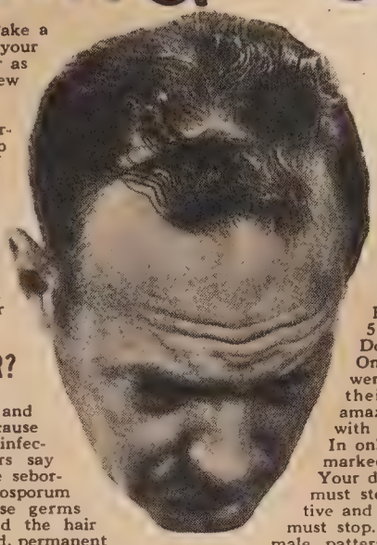
KEN DENNISON, 78 College Rd., Chestnut Hill, Mass. 02167, sells steam and diesel pix B&M, MC, CV, CN, misc. (SSE).

V. DESANTIS, 196 Carbon St., Paterson, N.J. 07522, wants all information on NYS&W (Susquehanna) RR especially Hanford Branch and all their roundhouses also information on LV and L&HR RRs.

RAY DESCHENES, 903 Mohawk Rd. E., Hamilton, Ont., Canada, sells 3½x5 to 11x14 steam pix CN, CP, List 20¢. Buys, sells CN, CP, TH&B steam negs.

P.J. DOLKOS, 1026 N. Chambliss St., Alexandria, Va. 22312, sale. Railroad, Trains bound volumes, Model Railroader, railroad booklets, timetables, builders' plates. SSE for list.

IS YOUR HAIR GROWING OR GOING?



Stand in front of a mirror. Take a long hard look at the top of your head. Do you have as much hair as one year ago? Do you see any new hair growth?

If your answer is no, it is important that you take steps today to save the hair you now have. If you act now, you may be able to reverse the trend on your head. You may be able to grow new hair faster than it is falling out. Doesn't that make sense to you? Wouldn't you like to look in the mirror a year from now and see more hair on your head than you see now? Why lose your hair if you don't have to?

CAN YOU SAVE YOUR HAIR?

Every year thousands of men and women go bald—needlessly—because of a scalp infection. This scalp infection is called seborrhea. Doctors say that three germ organisms cause seborrhea: staphyloccocus albus, pityrosporum ovale, and microbacillus. These germs attack the sebacious glands and the hair follicles themselves. If not checked, permanent damage is done. The hair follicles atrophy, lose their ability to produce new hairs. The result: premature baldness.

You can easily tell if you are a victim of seborrhea. If you have itchy scalp, dandruff, hair loss, very dry or oily scalp, the chances are that you have seborrhea. Neglect these symptoms and you invite baldness.

Treat your scalp to Ward's Formula. This amazing scalp medicine quickly controls seborrhea and stops the hair loss it causes.

Male pattern baldness is the cause of the great majority of cases of baldness and excessive hair loss, for which neither the Ward treatment nor any other treatment is effective.

DOUBLE MONEY BACK GUARANTEE

In seconds, Ward's Formula kills these three parasitic germ organisms retarding normal growth. This has been proven in scientific tests by a world-famous testing laboratory (copy of laboratory report sent on request). Ward's removes infectious dandruff, stops scalp itch, brings hair-nourishing blood to the scalp, tends to normalize very dry or oily scalp. Ward's Formula corrects the ugly symptoms of seborrhea, stops the hair loss it causes. Ward's Formula has been tried by more than 550,000 men and women on our famous Double-Your-Money-Back-Guarantee. Only 1.9% of these men and women were not helped by Ward's and asked for their double refund. This is truly an amazing performance. Treat your scalp with Ward's Formula. *Try it at our risk.* In only 10 days you must see and feel the marked improvement in your scalp and hair. Your dandruff must be gone. Your scalp itch must stop. Your hair must look more attractive and alive. Your hair loss due to seborrhea must stop. If your hair loss is the predominant male pattern baldness type, which neither our product nor anything else will help, accept Double Your Money Back for your trouble. If your hair loss is due to seborrhea, you must be delighted with the results. You must be completely satisfied, or simply return the unused portion for your double refund. We take all the risk. So why delay? Delay may cost your hair.

H. H. Ward & Co., Inc., 19 W. 44 St., N.Y. 36, N.Y. © 1963

H. H. WARD & CO., INC. Dept. 3405T
19 West 44 Street, New York 36, N. Y.

Rush Ward's Formula to me at once. I must be completely satisfied in only 10 days or you GUARANTEE refund of DOUBLE MY MONEY BACK upon return of bottle and unused portion.

Name _____

Address _____

City _____ Zone _____ State _____

☐ Enclosed find $2, send postpaid (check, cash, money order)
☐ Send C.O.D. I will pay postman $2 plus postal charges.
☐ Send triple size for $5. You save $1

DOUBLE MONEY BACK GUARANTEE

R.J. DUNNIGAN, 1141 Huffman Ave., Dayton, O. 45403, will sell emp. tts. of 1940's, 1950's. PRR Book of Rules, old issues of Railroad Magazine, Trains, Foreign rail magazines. (SSE)

JOE FERRELL, 246 W. Philadelphia, Apt. 1, Las Vegas, Nev. 89102, wants pix of heavyweight Pullman, pass. equip. all roads.

EUGENE FETCHINA, Box 247, Watervliet, N.Y. 12189, wants tail end lights for psgr. car.

CHAS. GALLUS, 102 Old Dublin Pike, Doylestown, Pa. 18901. sells tape recordings of Reading RR Electrics and Diesels, others. SSE.

DAVID GIVENS, 709 18 st., Alexandria, La. 71301, sells train orders MP, CRI&P, KCS. Also old rr. maps and loco diagrams. List 5¢ (SSE).

G. GLADE, RFD 2, S. Burlington Vt., sells waybills from various eastern lines to Points on Rutland, condition fair, 3 different for $1.

GARY GRAHL, 1452 Leland Ave., Bronx, N.Y. 10460, sells 3½x5 color photos of trolleys—PTC, PSTC, Newark, Boston, LAMTA, Muni, Pittsburgh, Third Ave., Shaker, Toronto, museums, Europe, etc. 40¢ each. Send for free list.

BOB GREENAWALT, 3643 Rosemead Blvd., Rosemead, Calif. 91770, still wants defunct RR stocks and Poor's Manuals. Swaps, buys, doesn't sell.

BRYAN GRIEBENOW, 11320 Bayla St., Norwalk, Calif. 90650, wants diesel negs. SP in Texas, La. esp. need switchers 1700-1845, 1855-1869, 2100's, 2800's, 2900's, 5200's, F units, 5160-5162, MW 593, PA's, 1023-1032.

GEORGE HAMLIN, Box 8. Lexington, Va. 24450, wants orig. negs. or slides. BAR, MEC, B&M, MKT, NYC E units; NH, NYC, NKP, LV Alco PA's.

TOM HAUNTON, 508 Albert Ave., Pitman, N.J. 08071, has steam and diesel negatives of CNJ, B&O and shortlines of New England. List 5¢.

KARL HENKELS, 1628 N. Oakley Ave., Chicago Ill. 60647, sells and trades on approval, orig. 35mm Kodachrome slides of diesels in his area. No list. General collectors only, please.

RICH HUTCHINGS, 20435 Steel Ave., Detroit, Mich., sells GTW steam 3½x6 to 11x14 B&W. Also steam 6218 fantrip in Mich. Oct., '66 color and b&w.

GARY JACOBS, 7404 Pine Ave., Niagara Falls, N.Y. 14304, new railroadiana list 11 ready soon. Send 15¢ today to reserve your copy.

WILLIAM JANNSSEN, 1400 Washington Ave., Wilmette, Ill. 60091, LVT 7/14/50 and IT 9/30/51 public tts. 75¢ each. CERA Wisconsin bulletin to highest bidder.

ROBERT JOHNSON, Rt. 1, Box 265A, Rossville, Ga. 30741, wants catalogs, pix, negs. and other material on Shay, Climax and Heisler locomotives logging railroads, also swap railroad lanterns.

ED JONES, Noxen Industrial Park, Box 172, Noxen, Pa. 18646, set four brand new 36" loco tires, standard railroad flanges for sale cheap.

SHELDEN KING, RD 1, Lyons, N.Y. 14489, offers 32 page pamphlet Cortland County Traction $1 postpaid.

S. KURTH, 1241 Nelson Ave., Beloit, Wis. 53511, wants pix Milw. steam, also Wisc. short line steam, and FM diesels. Will buy, or trade for Milw. steam pix.

A. LAPRESTO, 52 Tonnele Ave., Jersey City, N.J. 07306, will trade only 116 folding camera and assorted steam, diesel rolling stock negs.. for guide books Chicago 1933-34 and New York 1939-40 Worlds Fairs. Write for details.

DOROTHY LAUGHLIN, 711 S.W. 73 Ave., Miami, Fla. 33144, has CNS&M Ry. tickets to trade for steam locos., depots, pass. equip., and circus rr. post cards.

TOM LAWSON, 2533 Montevallo Rd., Birmingham, Ala. 35223, sells 616 size negs. southern shortline, industrial rrs. diesels. Prices 35¢-$1.50. (SSE).

JERRY LITSCHKE, 9023 Los Arboles Road N.E., Albuquerque, N.M. 87112, offers 258 copies Trains, excellent cond. Complete since 1947 with 29 previous. $50 FOB entire lot only. SSE.

R.N. MANSLEY, 7722 Loretto Ave., Philadelphia, Pa. 19111, buys or trades RDG-CNJ, RDG mags.

RALPH MARSON, 8070 Busch, Centerline, Mich. 48015, buys various issues Conn. Valley NRHS publications, Interurban Specials, the Marker, and recent Official Guide quarterly supplements.

GATES McNINCH, Westfield, Pa. 16950, wants old baggage checks.

BOB McVAY, Box 625, King City, Cal. 93930, buys railfan publication collections. Sells Railroad Magazine, Trains, Interurbans, CERA, NRHS, PRJ Bulletins. List SSE.

MARK MEYER, 2517 W. National Ave., Milwaukee, Wis. 53204, buys D&RGW stock certs., railroadiana.

ALAN MILLER, 450 W. Doran, Glendale, Calif., 91203, will buy or swap for 1927 Alco builders plate from C&NW J-1 2-8-4.

ALDEN MILLER, 3212 34th Ave., Minneapolis, Minn. 55406, wants 8 or 16mm movies, any subject.

ED MILLER, 5350 N. Hoyne, Chicago, Ill. 60625, wants: photos and scale prints of CMSP&P steam. State: wheel arrangement. side and no. of engine. Also Pass. Equip. and electrics.

JOHN MONTVILLE, 2995 Botanical Sq., Bronx, N.Y. 10458, sells 4 vol. Traffic Management course and text book on Transportation Engineering at reasonable price (SSE).

K.W. MOORE, 111 Galahad, Borger, Tex. 79007, sells or trades tts., emp. tts., rule books, back issues of rr. mags. (SSE).

TOM MURRAY, 1 Brentwood Dr., Holden, Mass. 01520, wants slides of NYC 2800 series General Electric diesels (esp. 2822-23) and GE U3OB demonstrators.

DAVE NESTLE, R.D. 2, Ray Road, Greenwich, N.Y. 12834, offers large list of railroadiana, many recent acquisitions. Large list 10¢.

WARREN NORCROSS, 5411 Whitby Ave., Philadelphia, Pa. 19143, wants excellent quality UP Big Boy slides.

F.W. OBER, 3718 Drake St., Houston, Texas 77005, want names and address of all veterans of the old SA&AP (called the SAP) object another reunion in Yoakum, Texas in June.

BERT PENNYPACKER, 4307 Palmetto St., Philadelphia, Pa. 19124, has back issues RR Mag to 1930 for sale at $2.50 per year of 12 copies, also thousands of 616 steam loco pix $5 per 100. No lists, state wants, SSE.

DAVID E. PINTO, 1735 Ed. Laurin, Montreal 9, P. Q., Canada, has limited supply of emp. tts. for sale (1 CN, 1 TH&B, 9 NYC). List 10¢.

J.R. QUINN, Box 1044, Tillson, N.Y. 12486, sells original 116 steam negs. of many roads. No lists, specify wants.

H.C. RANDOLPH, 18 East Court St., Doylestown, Pa. 18901, collectors items—$3 apiece—old bond of Phila. & Easton Street Railway—picture of Interurban trolley.

SSGT DAVE READ, Box 88, APO, New York, N.Y. 09194, sells British Railway steam pix (post card size), British Railroad and London Transport Tickets. List and sample of each 25¢.

CLIFFORD REDANZ, Box 71, New Bedford, Pa. 16140, sells five 8x10 photos ex Meadow River Lumber Heisler 6 under steam Dec., 1966 moving to Cass Scenic RR—$6.25.

JOHN ROBERTSON, 808 E. Monroe, Mexico, Mo. 65265, will buy original negs. of Wabash and Chicago & Alton railroads on approval or list. Steam only.

DAN SABIN, Box 203, Manly, Iowa, 50456, will sell telegraph key and sounder, CRI&P caps; wants cops, lanterns, markers, etc. Send SSE.

MAT SCHLECK, 4222 Doncaster Dr., Madison, Wis. 53711, wants to sell 1899 catalog of simple and compound locomotives, Brooks Locomotive Works, Dunkirk, N.Y. Good condition.

ALLEN SHARP, 100 Shennecossett Pkwy., Groton, Conn. 06340, buys collections of railroadiana, tts., tourist guides, booklets, maps, catalogs, passes, Official Guides, RR Mags., souvenirs, trolley, steamship guides.

RICHARD SHORT, 2533 Rosewood Ave., Roslyn, Pa. 19001, sells postcard size photos, trolleys, early diesels, steam. State type list wanted, list, sample, 35¢.

R.D. SIMS, 2717 Cornell St., Des Moines, Ia. 50313, wants Clinchfield diesel negs., pix and roster info.

KENNETH STILES, 1600 S. Joyce St., Arlington, Va. 22202, will sell 1874 Watson's New Township and Railroad Map of New England in fine condition. Price—$6.50.

AL STOKES, 3958 S. Hill St., Los Angeles, Calif. 90037, disposing books on foreign steam locos and sizable lot p.c. views steam locos of Europe, Australia, New Zealand and some Central American countries. Full particulars SSE. Please see my ad in March.

WARREN STOWMAN, 2102 Eastburn Ave., Philadelphia, Pa. 19138, will buy or trade for any size picture of Penna., Poughkeepsie and Boston 4-4-0 No. 1 or 4-4-0 Philadelphia and Reading 1200 or 145 (all 3 were the same engine).

JOHN STUBBLEFIELD, 924 E. Johns, Decatur, Ill. 62521, would like to hear from N&W fans interested in trading N&W slides.

M.W. SWANSICK, 6430 Xavier Crt., Arvada, Colo. 80002, sells 16 mm color prints of the 1966 Schlitz Circus Train hauled by CB&Q 4960 last of steam. (SSE).

MONT SWITZER, RR 1. Box 2, Mooreland, Ind. 47360, sells steam and diesel photos of Monon, NKP, Wabash, N&W, IC, IT, PRR, NYC, K&IT, C&O, B&O, SR, L&N, on approval.

DICK VARTABEDIAN, 16575 Whitcomb, Detroit, Mich. 48235, wants back issues Trains 1948-53 to complete years and allow binding. State condition. Also wants 35mm slides Canadian diesels.

GEO. VOLZ, 117 Melody La., Jacksonville, N.C. 28540, large brass loco bell and clapper—weighs 105 lb. 16" wide-12" high. Exc. Cond. SSE.

OTTO WEISS, 3252 34th St., Long Island City, N.Y. 11106 wants Mack rail motor car book WB&H pic Mack rail cars, anthracite coal breaker pic.

BOB YANOSEY, 40 Hendel Ave., N. Arlington, N.J. 07032 trades quality negs. of eastern rrs. for GN, NP, MKT, MP, KCS, Frisco and Mexican diesels. Buys older diesel negs. on approval.

HOWARD AMELING, 619 Ewing St., Fremont, Ohio 43420 wants one swing type bell, standard for 17 inch bell and hanger. Have complete mount for a 13" bell to trade or sell. SSE.

CLINT ANDREWS, 4231 S.W. 38th St., W. Hollywood, Fla. 33023 sells 4x5 and pc size pix of LV, RDG, CNJ, L&NE, D&H, DL&W, NYC, W&NB, S&NY and Penn. shortlines, also stations.

CECIL BARRETT, 306 1st St., Saskatoon, Sask., Canada sells rr photos, CN, CP and other Canadian lines. List and sample 25¢ coin.

E.P. BELKNAP, 1215 Delaware St., Anderson, Ind. 46010 sells pc size prints Ind. RD. THI&E, I&SE and others in Indianapolis area for 20¢ ea. 6-page list 10¢ SSE. Wants tts, tickets etc Indpls area.

ERIC BRACHER, Box 463, Santa Clara, Calif. 95054 has extra copies of The Western Railroader, (SSE).

AL COLEMAN, Box 2033, New York, N.Y. 10001 wants hardware from CNJ steam, drumheads, ticket daters, dining car items etc.

FRANK COOKE, 302 Maria Dr., Toms River, N.J. 08753 wants Wabash rosters in Feb. 1940 and April 1952 Railroad Magazine.

JIM DAVIES, 78 Warren Pl., Ridgewood, N.J. 07450 sells railroadiana of DL&W, Erie, and E-L, (SSE).

BERT DOCKALL, 607 W. Cameron St. Rockdale, Texas 76567 trades, buys, sells switch locks, keys, lanterns and other railroadiana. (SSE).

TOM DRESSLER, 2708 Ritchie St., Portsmouth, Ohio 45662 wants quality N&W diesel negs.

EUGENE ELLIS, 550 W. McIntoch St., Milledgeville, Ga. 31061 wants caboose negs. b&w, 116 or 120 of MEC, TC, RF&P and Bay Line.

BOB GREENAWALT, 3643 N. Rosemead, Rosemead, Calif. 91770 seeks old Sierra Ry of Calif. bond. There were two issues, both due in 30s.

WM. ROFFMAN II, 326 S. East Ave., Baltimore, Md. 21224 sells 5x7 pix of B&O, WM, DM&IR, NP and many others. List 15¢.

EARL HUGHES, Rte 2, Mitchell, Ind. 47447 buys old paper money issued by railroad.

BOB JONES, 131 Kendall Way, Covina, Calif. 91722 has metal cap badges for trade for other rrs. Write for list, send what you want to trade.

LAWRENCE KISS, 40 Rugby Road, Brooklyn, N.Y. 11226 sells track maps and rosters of diesel and electric lines New York City area. (SSE)

PETER KLAPPER, 16-26 Alden Terr. Fairlawn, N.J. 74410 will buy or trade 35mm slides of Alco PAs, FAs, BLW FM and older diesels.

ALLEN McCORMACK, 2831 W. Chestnut Ave., Altoona, Pa. 16601 collects all rr items and stories, esp. on Horseshoe Curve, construction, and PRR.

ROGER LINK, Box 361, Anaheim, Calif. 92805 buys 35mm slides of Santa Fe steam locos.

JAY MOORE, formerly of Philadelphia please write to TONY TALBOT 3848 N. Camac St., Philadelphia, Pa. 19140.

C.G. PARSONS, 8416 Conover Pl., Alexandria, Va. 22308 sells Kodachrome 35mm dups, steam diesel and trolley. Sample 25¢.

RALPH PHILLIPS, 1116 Commonwealth Ave., Boston, Mass. 02134 wants 35mm color slides of B&M, NH, NYC steam, diesel, electric equipment.

LARRY ROBINSON, 2426 Robin Crest Lane, Glenview, Ill. 60025 wants Poor's South Park (D,SP&P) book, any ng book and railroadiana.

JEROME ROSENFELD, 133 Dulles Dr., Dumont, N.J. 07628 wants pix NYW&B, NJRT equipment, stations and structures; H&M Manhattan Transfer station; Phoebe Snow tavern lounge; CSS&SB and CNS&M equipment.

DENNIS SCHMIDT, 2533½ Winch St., Fort Wayne, Ind. 46803 sells 3½x5 diesel pix. (SSE)

TED SCHNEIDER, 3957 Persimmon Dr. Fairfax, Va. 22030 buys prewar PRR emp tts, Baltimore, Delmarva, Philadelphia divisions, PT and ATL division PRSL also PRR rulebooks before 1925.

GEO. SCHRODER, 78-14 160th St., Flushing, N.Y. 11366 buys old Colorado rrs passes issued by Otto Mears. Advise condition, age, price.

FRANK SEIFFERT, Jr., Box 21, Orange, N.J. 07051 has back issues Railroad Magazine, Trains, Railway Progress, 1939 to date also Baldwin Loco. magazine. SSE 10¢.

ROBERT SEMICHY, 246 Garden Hill Dr., Los Gatos, Calif. 95030 wants color slides of UP locos: 2-tone gray 4-8-4s, 4-8-2s. 4-6-6-4s, streamlined 4-8-2s and 4-6-2s.

AL SHADE, 9831 Aldridge Dr., Columbia Station, Ohio 44028 sells photos and b&w slides of British Columbia Elec. Ry. List and sample 25¢.

JIM SHAUGHNESSY, 479 8th Ave., Troy, N.Y. 12182 sells autographed copies of his book The Rutland Road for $10.

J. W. SWANBERG, RFD 3, Newtown, Conn. 06470 wants color pix or slides, any size, of NYNH&H steam and early diesels, also NH number and bldr's plates.

JIM VAITKUNAS, 20 Ferncrest Dr., Cumberland, R.I. 02864 sells annual passes late 20s and 30s, 60 rrs, traction and steamboat, many shortlines. SSE.

E. WERNER, 2225 N. Warson St., Overland, Mo. 63114 (phone 314-427-5696) selling cast bronze loco. bell dated "1882, Rumsey Mfg. Co. St. Louis, Mo." 125 pounds.

TED ZANCHA, 2219 N. Sawyer Ave., Chicago, Ill. 60647 wants to trade tokens, buttons, transfers, pix, old magazines, stamps coins. (SSE).

Model Trading Post

WARREN ANDERSON, 27 Lansdowne Ave., Sussex, N.B., Canada, will purchase instructional model Stephenson valve gear—metal—size 10x20"—common 50 years ago.

C. HOUSAND, 334 Malter Rd., New Orleans, La. 70123, for sale 00 gauge cars, locos, and equip.—also Model RR Magazines '35-'65 complete A-1 condition—(SSE).

C. KOWAL, 6615 S. Bell Ave., Chicago, Ill. 60636 offers American Flyer toy train catalogs all before 1941, (SSE).

CARL LARSON, 24 Forest Ave., Caldwell, N.J. 07006 wants Std. gage Bing. Boucher, Voltamp, Ives-AF freights; Ives-Lionel hopper; good condition.

ALDEN MILLER, 3212 34 Ave. S., Minneapolis, Minn. 55406, wants 8-16mm movies, tinplate collections, model rr. layouts.

JIM TANDY, Box 35, Carrollton, Ky. 41008, wants Lionel 2623 "Pullman" car 2757 illuminated caboose and 2758 automobile car. State condition, price

Pen Pals Wanted

Miss Marja Gotje, Cleyburchstraat 50-b, Rotterdam, Holland, reads and writes English, will correspond with boys in U.S. and Canada.

Charles H. Sprague, Jr. (age 16), 1807 Firwood Drive, Pasadena, Texas 77501; one of his hobbies is collecting stamps.

Mrs. Lylia H. Bailey, P.O. Box 375, Arlington, Ga. 31713, wants to hear from anyone knowing her father, Hubert King Harpe, last heard from laying rail for Atlantic Coast Line at Jessup, Ga., in 1946.

Rex A. Sharp, 5111 Lee Ave., Little Rock, Ark. 72200, seeks brother W. E. Sharp, who used to work for REA in Little Rock, last heard from in 1954 or '55 as Southern Pacific baggage checker in Los Angeles.

Salvador Perez Garcia, Residencia Universitaria No. 4, Leon, Nicaragua, reads and writes English, wants to hear from U.S. and Canadian railfans.

John A. Lahee (age 46), 9219 Kenny Lane, Dallas, Texas 75230, interested in travel, photography, and hand-loom weaving.

William S. Tobash, Hq & Svc Co., USASAE Dachsbau, APO, New York, N.Y. 09757 will correspond with anyone interested in Erie RR.

Ernestine Looper (46), P.O. Box 215, McQueeney, Tex. 78123.

J. Cline (36), P.O. Box 41, Mattoon, Illinois 61938.

Norma Grossman (21), P.O. Box 21, Evans Mills, N.Y. 13637.

Betty Shuminski (15), 1418 Fellows Street, Scranton, Pa. 18504.

Pfc Ernest Hackathorn, 23, U.S. 65004077, Co D., 15th Engineer Battalion, APO 96370, San Francisco, Calif.

Mrs. Daniel Kelly (54), 3316 Agricola Street, Halifax, N.S., Canada.

Mercy Acuna (20) and her sisters, Lupe (18) and Grace (17), 305 Dolan, El Paso, Texas.

Joyce Patterson (15) and her sister Linda (13), 130 W. 2nd St., Ripon, Calif. 95336.

Peggy Pasche, 813 West 30th Street, Houston, Texas.

Mark Shoop (15), 320 Tampa Drive, Buffalo, N.Y. 14220.

Kathleen M. Callinan (20), 61 Iver Avenue, East Haven, Conn. 06512

Patricia Loomis (24), 1105½ South J Street, Tacoma, Wash. 48400

Carol Narrow (32), Box 164, Evans Mills, N.Y. 13637.

Anita Urbiztondo (19), III Military Area," Bo. Apas, Camp Lapulapu, Lahug, Cebu City, Philippine Islands. Also, Mrs. Rica Kt. Sagure, (26), at same address.

MY "TOY" FROG MURDERS BASS

Catches Such Giant Bass — So Many Bass, So Often and So Fast!

Like to catch bigger bass, catch bass when they're not biting for anyone on the lake for any lure or bait? Like more fun fishing than ever in your life before? The next 60 seconds reading will show you how.

By BILL PLUMMER
as told to Paul Stag
the Week-End Fisherman

A "toy" frog I stumbled on by accident catches such giant bass for me . . . so many bass, so often . . . so fast it has changed my fishing life . . . for others who use my frog . . . experts . . . average fishermen . . . beginners . . . even children . . . it *murders* bass . . . Here's how it can for you.

The Secret of Catching Lunker Bass

For 22 years I fished bass the hard way . . . but studied their habits . . . how they love weeds . . . and devour every frog they can get.

I tested simulated frogs of every color, shape, size and material I could find . . . but even perfect replicas when motionless were so unnatural in water as to prove useless.

Every lure I used . . . even so-called "weedless" ones . . . fouled or snagged in weeds . . . until I invented my own weedless hook . . . diagram at right shows why.

Then I found it . . . a toy frog of soft rubber and long, trailing, thin, triple-jointed, hollow rubber legs . . . this "toy" frog changed my fishing life and can yours. Here's how.

World's Most Natural Lure in the Weeds

I seized the frog, put on my weedless hook and rushed to the nearest weed covered lake.

Once cast, the frog sat with just its eyes above water. When I twitched the rod tip, the frog's legs kicked backward in exact imitation of the real thing.

Before I could give a second twitch, something green, black and white blew the pad apart to get at the toy frog. Scratch one bass.

Here was a lure that looked, acted, moved . . . even *felt* so natural to bass that it proved *irresistible*. I could make it sit motionless on a pad . . . move s-l-o-w or fast . . . on or below the surface . . . with a simple twitch of the rod tip I could make it look *frightened* and *hurt* in its action . . . anybody could do the same.

And I could move that lure through the heart of the weed "jungles" bass love as naturally as if it lived there, and so surely I could *forget* the worry of losing snagged lures.

Reflex Kicking Action Works Instantly

For months I sculptured one body after another out of sponge rubber. I got the precisely right shape and size and weight for perfect casting . . . worked on the hook arrangement to get perfect weed guard action with *positively* no interference with the hook after the strike . . . solved the problems of action and buoyancy . . . tested and retested the fish catching power of my frog at every step. Now it was perfect. Every time, for anyone, a twitch of the rod tip would cause the flexible legs instantly to kick out as life-like as imaginable, as it darted ahead.

Frog Irresistible to Bass

I could show anyone in five minutes how to use the rod with my frog.

Read What Happened to Me

1. Creel census men of Massachusetts Fish & Wild Life Commission sent photographs of my catches to papers who published my picture and 2 and 3 column stories.
2. Radio and TV Stations interviewed me about my frog's giant catches.
3. Outdoor Life ran a 4-page article on frog and me — featured on front cover. Sports Afield ran 6 editorial pages on us . . . Fur-Fish-Game ran 3.
4. General Motors filmed me using my frog, showed it on 200 TV Stations.
5. Thousands of fishermen heard of frog, ordered it — forcing me into business and out of my job as flying instructor . . . then users reported fabulous catches using my frog and method.

I'd inch my frog ahead . . . suddenly sweep forward . . . make my frog slip quietly off the pad into the water . . . race across moss . . . looking as terrified as if running for its life — and the bass struck without caution.

I'd make my frog dart . . . jump . . . dive . . . struggle in water as though drowning . . . bump temptingly along the bottom — I'd catch bass when my buddies would come home skunked.

With my frog I began to catch all the bass I wanted . . . throw back *all* bass under four pounds . . . in New England *before* my frog I rarely caught bass over four pounds. Now I began to catch bass twice as big as before. I was able to fish in the very places huge bass hid in. I'd boat and release bass after bass.

One Fisherman Tells Another

I had seen 30 bass taken and released in a day's fishing . . . seen giant bass caught . . . bass caught when they were not biting for other fishermen on the lake.

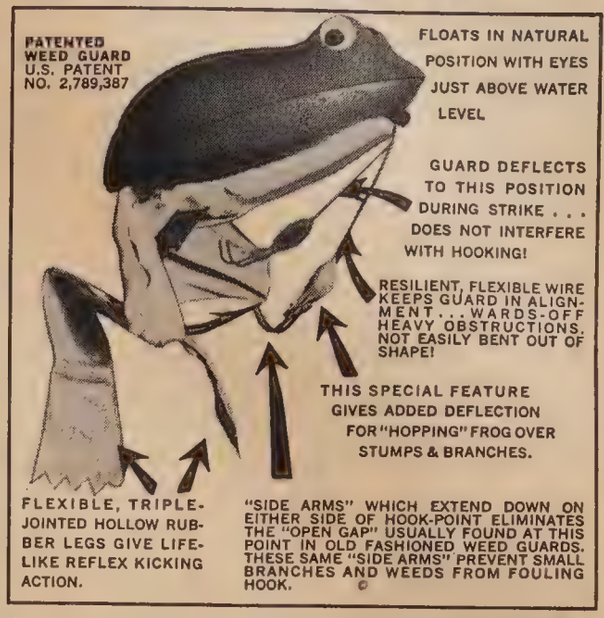
Now report after report came in. "Without doubt the best all-round surface lure I ever used." "The best lure I've ever used." "Your weed guard is superior to any on the market." "Since my first frog, more than doubled my catch of "big ones."

My frog worked for more and more kinds of fresh water and even salt water fish. A non-weedless model proved sensational in clay pits and rock quarries, in clear, open and rock waters which small mouth bass frequent.

Underwater at all depths including "bottom bumping" it proved extremely effective.

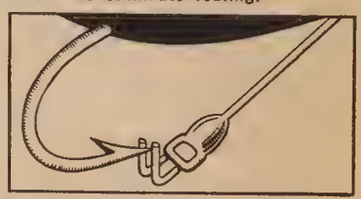
What This Means to You

Simply this. No longer need you stand helplessly by fishing the edges of weeds when bass are not venturing out from their shelter . . . waste untold hours fishing countless acres of barren water . . . lose valuable tackle trying to go into weeds you're not equipped for . . . be content with puny bass, with a fraction of your limit or even getting skunked simply because you can't safely go after bass in the shelter of weeds, pads and moss.


PATENTED WEED GUARD U.S. PATENT NO. 2,789,387
FLOATS IN NATURAL POSITION WITH EYES JUST ABOVE WATER LEVEL
GUARD DEFLECTS TO THIS POSITION DURING STRIKE . . . DOES NOT INTERFERE WITH HOOKING!
RESILIENT, FLEXIBLE WIRE KEEPS GUARD IN ALIGNMENT . . . WARDS-OFF HEAVY OBSTRUCTIONS. NOT EASILY BENT OUT OF SHAPE!
THIS SPECIAL FEATURE GIVES ADDED DEFLECTION FOR "HOPPING" FROG OVER STUMPS & BRANCHES.
FLEXIBLE, TRIPLE-JOINTED HOLLOW RUBBER LEGS GIVE LIFE-LIKE REFLEX KICKING ACTION.
"SIDE ARMS" WHICH EXTEND DOWN ON EITHER SIDE OF HOOK-POINT ELIMINATES THE "OPEN GAP" USUALLY FOUND AT THIS POINT IN OLD FASHIONED WEED GUARDS. THESE SAME "SIDE ARMS" PREVENT SMALL BRANCHES AND WEEDS FROM FOULING HOOK.

Bill Plummer's unique, scientifically designed construction copes with all types of hazards while being retrieved at any speed or "dangled" in brush or stumps. Most weed guards are only effective while skimming the water surface at a rapid speed. Bill Plummer's Bass Frog can be fished at any speed and requires all of the features shown to eliminate fouling.

Shown above . . . The Achilles heel of the typical weed guard . . . The "open gap"! This is one of the greatest faults of all conventional type weed guards.



Shown above . . . my patented weed guard gives positive protection against all obstructions . . . weeds, branches, stumps . . . does not interfere with hook or strike!

Now you can fish my reflex action kicking frog into the center of weeds . . . fish over submerged logs, through matted brush, in underwater thickets, through weeds, grass and pads . . . have more FUN fishing than ever before . . . make my frog do tricks . . . crawl . . . race . . . dive . . . sit motionless . . . dart away — use every obstacle to help you that used to hurt you — overhanging branches . . . half submerged logs and rocks . . . moss and weeds so thick you can't see the water . . . too treacherous to dare to fish before, but now a cinch for your frog. Now you can catch bass as you never did before . . . bigger bass, more bass, more often.

AMAZING TRIAL OFFER

Try my frog at our risk. Fish it in the worst weed trap area you know . . . where bass have been caught but you've been skunked or caught practically nothing . . . over logs, around rocks, through brush and matted weeds. Unless delighted, return for no cost. You must catch more bass, bigger bass, more different kinds of game fish, more often . . . must have more *fun* fishing where the bass are . . . in the weeds . . . or no cost.

First Come, First Served

Demand is so great I've turned over all manufacture and marketing to this fine company, but it may take months to get production up to demand. This advertisement may not be run in this magazine again. It's first come, first served. So act now. Rush coupon below.

—MAIL AMAZING 6 MONTH TRIAL COUPON TODAY—

HILLSDALE ASSOCIATES, DEPT. AMG-6-7
208 EAST 43RD STREET, NEW YORK 17

Yes, I want to try Bill Plummer's BASS FROG Lures on AMAZING 6 MONTH TRIAL OFFER. Send me set of two different size (¼ Oz. and ⅜ Oz.) for only $2.98. If BASS FROG does not catch bigger bass for me . . . make bass fishing more fun . . . if BASS FROG is not the greatest bass lure I've ever used, I can return it within 6 months for full purchase price refund.

☐ **PAYMENT ENCLOSED.** Enclosed is $2.98 (cash, check or M.O.). Ship me set of 2 BASS FROGS postpaid. I SAVE all C.O.D. charges. Money-Back Guarantee.

☐ **SEND C.O.D.** I will pay postman $2.98 plus C.O.D. postage charges. Same Money-Back Guarantee.

NAME .....

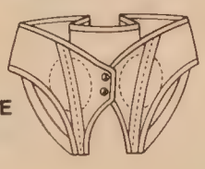
ADDRESS .....

CITY ..... ZONE..... STATE.....

NOW!
Improved and Patented
Pi Peer®
RUPTURE-EASER®
A Piper Brace Truss T.M. Reg. U.S. Pat. Off.
WITH INSTANT PULL-STRAP adjustment

$4.95 RIGHT OR LEFT SIDE
Plus 25c Postage

NO FITTING REQUIRED



DOUBLE $6.95

Now! NO LACES!
Now! PROTECTIVE BACK FLAP!
Now! INSTANT PULL-STRAP ADJUSTMENT!

Strong, form-fitting washable support for reducible inguinal hernia. NO LACES to fumble with—simple pull straps for easy, instant adjustment. Protective back flap. Snaps up in front. Adjustable leg strap. Soft, flat groin pad to close opening in inguinal canal. No steel or leather bands. Unexcelled for comfort. Invisible even under light clothing. Also used as an after-operation support. For men, women and children.

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30 DAY TRIAL OFFER—ORDER NOW

***Money-Back Guarantee-if not satisfied,* return garment postpaid in 30 days for refund.**

PIPER BRACE COMPANY, DEPT. AMG-57
811 Wyandotte, Kansas City, Mo. 64105

Please send....RUPTURE-EASERS by return mail.

Right Side .....☐ $4.95

Left Side .....☐ $4.95

Double .....☐ $6.95

Measure around lowest part of my abdomen is_____INCHES.

Enclosed is: ☐ Money Order Check for $_____

Add 25c for postage and handling.
(Note: Be Sure to give Size and Side when ordering)

Name_____

Address_____

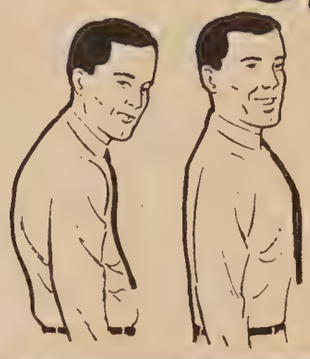
City & State_____Zip_____

STOP STOOPING!

with amazing, new

Pi Peer®

Shoulder Brace



FROM THIS . . . TO THIS IN 20 SECONDS

Corrects posture instantly, comfortably. Scientific design provides even, distributed support for sagging shoulders. Improves health, appearance, gives you a wonderful new feeling of confidence. Slips on in seconds. Simple, one-strap adjustment. No fitting. Made of highest quality ventilated-for-comfort 3-ply cushioned material. Arm bands softly padded for maximum comfort. Body belt stabilizes support. Lightweight, cool. For men and women. Can't be detected under light clothing. Give measurement around lower chest. Only $4.95. Sent postpaid except on COD's. Satisfaction guaranteed or money back if garment is returned postpaid within 30 days.

Patent No. 3,182,655
FOR MEN OR WOMEN

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Dept. AMG-57H
811 Wyandotte St.
Kansas City, Mo. 64105

Send me_____Pi Peer Shoulder Braces @ $4.95 each. I enclose $_____ ☐ cash ☐ check ☐ money order.

☐ Send C.O.D. (We prepay postage except on COD's.)

Measurement around my lower chest is_____inches.

Name_____

Address_____

City_____State_____

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1457 BROADWAY, NEW YORK, N.Y. 10036

BUSINESS OPPORTUNITIES (MA-6)

BE A DETECTIVE. Private-Police-Military. Opportunities everywhere. Free information. Professional investigators, 2759Y W. Broadway, Los Angeles 41, California.

$10.00 PER HOUR paid for your opinions. No skill or education required. Write FRC, Dept. MG, Box 524, Mineola, N.Y. 11501.

MAKE MONEY Writing Short Paragraphs. Information Free, Barrett, Dept. C-384-N, 6216 N. Clark, Chicago.

MISCELLANEOUS

BILL TROUBLES? Nobody refused to $15,000. Bad Credit? No problem. Not a loan co. Send name and address for FREE application. ATLANTIC ASSOCIATES, 146 Westminster, Providence, R.I., or 3312 N. Central, Phoenix, Arizona.

HYPNOTISM

SLEEP-LEARNING—Hypnotism! Strange catalog free! Autosuggestion, Box 24-CX, Olympia, Washington 98501.

PERSONALS

BILL PROBLEMS? Poor credit no trouble. Not a loan company. Send for free application. Automatic Acceptance, 318MG Broadway Blvd., Reno, Nevada or 307 MG Pocasset Ave., Providence, R.I.

HELP WANTED

FOREIGN EMPLOYMENT information. Construction, other work projects. Good paying overseas jobs with extras, travel expenses. Write only: Director, Foreign Service Bureau, Bradenton Beach, Florida 33510.

SPECTACULAR RING BUYS

MORE DAZZLING than diamonds, yet 1/30th the cost! Write today for free Capra Gem booklet and easy payment plans. Capra Gem Co., Dept. GL-1, P.O. Box 5145, Phila., Pa. 19141.

GIVE BLOOD!
Call Your Local Red Cross Chapter Today!

LOW COST RUPTURE APPLIANCE ASSURES YOU

HEAVENLY COMFORT and SECURITY or it Costs You Nothing!

Rejoice, Ye Ruptured! This patented Brooks Air Cushion Appliance—for most forms of reducible rupture—now is *Sold on 10 Day Trial, Refund Guarantee.* Assures you heavenly comfort and security, day and night, at work or play—or it costs you nothing! Light. No springs or hard pads. Low cost! Buy NO rupture device till you get our free facts. Write!

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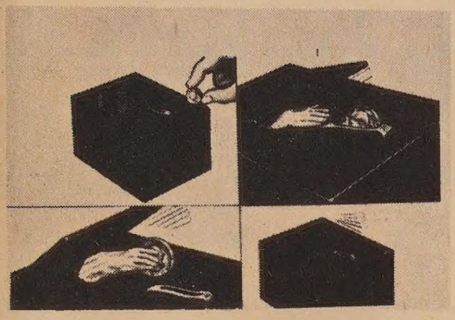
MARKED CARDS! And only you can decipher secret markings on the back. Amaze friends. Perform card tricks—instructions included. Bridge size, linen finish. $1.49, two decks $2.79. Send check or M.O. Big Three Enter. Dept. AM 6, 1109 Sixth Avenue, New York, N.Y. 10036.

men's mart

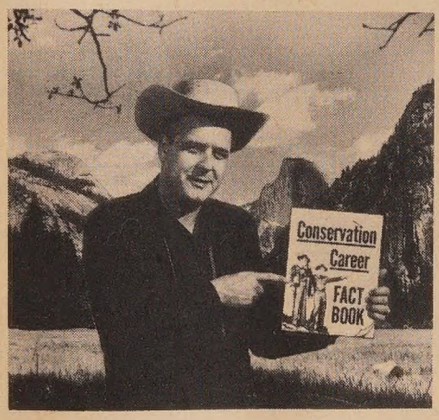
All products shown here may be obtained directly from indicated sources. Send check or money order with your order. Manufacturer will refund full purchase price on prompt return of unused, non-personalized lines. This department is not composed of paid advertising.



"THE THING" Electronic coin snatcher makes a great gag. Place coin in slot, gears grind, box shakes, lid rises slowly, pale green hand snatches coin inside, and lid slams shut. Poly and steel. Uses 2 standard "C" batteries (not included.) $5. Big Three Enterprises, Dept. A6, 1109 Sixth Ave., New York, N.Y. 10036.

TIGER ON YOUR FINGER! Genuine golden tiger eye stone set in heavy 10Kt. gold-filled ring, with handsome Florentine finish. $7.50 ppd. In 14Kt. solid gold, $40. ppd. Send ring size. Eleanor Nemer, Dept. AM6, 1196 Sixth Ave., New York, N.Y. 10036.

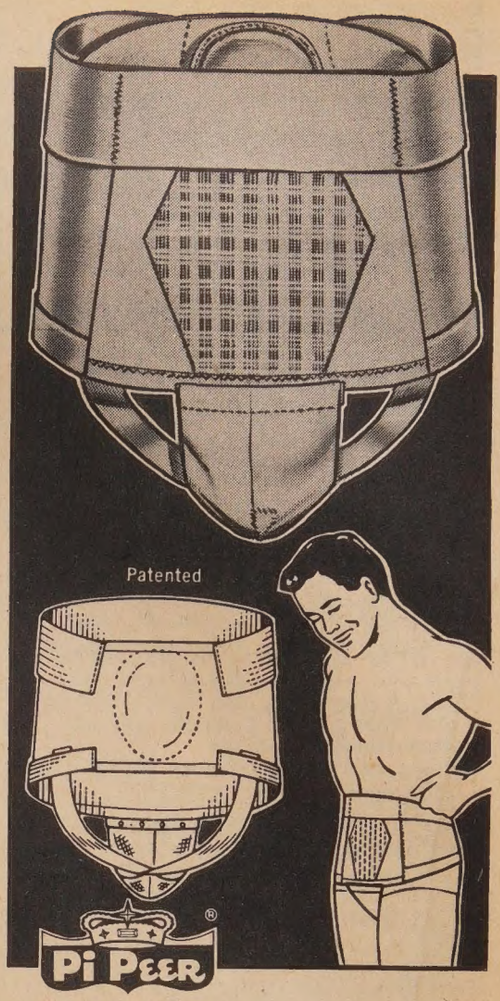
HOME PLUMBING BASICS. Learn to use tools & materials for simple repairs, installing fixtures, renovations, etc. Covers drainage systems, fixtures, pipe fittings and other basics. Pocket costly repair dollars. $2.95 ppd. Key Publishing Co., Dept. AM 6, 817 Broadway, New York, N.Y. 10003.



OUTDOOR "VACATION CAREER". Book reveals plan to prepare men 17 and up for wildlife-forestry dream job. Healthful, adventurous life as Govt. Hunter, Game Warden, Forester or with private game farms & hunt clubs. Write for free book. No. American Conservation, Dept. AMG 6, University Plaza Campus Dr., Newport, California 92660.

PERSONALIZED EYEGLASS HOLSTER. Keeps glasses handy. No bulging pockets. Designed for easy in and out removal. Made of rich leather-grained Plast-O-Hide for long wear. Slides conveniently onto belt. Lined inside to protect and clean lenses. Monogrammed with 3 initials in gold $1.98, 2 for $3.50, ppd. Crescent House, 135 Central Pk. Rd. Ave, Plainview, L.I., NY 11803.

TORCH SONG! Press down on keyboard and up pops a cigarette. Truly a conversation piece for home, office or den. Makes a novel gift. $1.50 each, or 3 for $4. Send cash, check or money order. Arros Imports, Dept. TA6, 205 E. 42nd. Street, New York, N.Y. 10017.



SLIM-master®

for that slim youthful look

Takes years off your figure in seconds! Pulls stomach up and in. Wide, no-roll abdominal panel. Flat, foam rubber back pad supports back, eases minor aches & pains of backstrain. Unique design prevents riding or slipping. Cool mesh detachable pouch. An amazing value at $5.95. Send waist size. Guaranteed to slim your appearance or money back if returned postpaid within 30 days. Add 25c postage.

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811 Wyandotte **Kansas City, Mo. 64105**

Please send me _____ **Pi Peer SLIM-masters @ $5.95** each plus 25c postage.

I enclose $_____

☐ cash ☐ check ☐ money order ☐ Send C.O.D.

My waist size is _____ inches.

Name_____

Address_____

City_____

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The "HONEST ABE" Tie

AMAZE YOUR FRIENDS

Wear this strikingly unique necktie and, when they start telling those tall hunting and fishing tales, just flash your tie in their faces. They'll get the point, all right, when they see the Stuffed Bull's Head With the Winking Eye.

And what a wonderful gift for that buddy of yours who sometimes toys so carelessly with the truth.

ONLY $2.00

(Special rates for 6 or more upon request)

Your choice of 4 popular colors:

ROYAL BLUE — ANTIQUE GOLD
GARNET RED — OLIVE GREEN

ORDER BY MAIL—USE THIS COUPON

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Please send me the following HONEST ABE TIES (@ $2.00 each):
(Fill in Quantity)

ROYAL BLUE..... ANTIQUE GOLD.....
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TOTAL ENCLOSED. $.....

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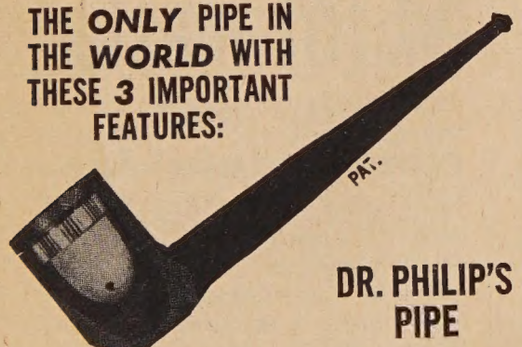
(Please print)

THE *ONLY* PIPE IN THE *WORLD* WITH THESE 3 IMPORTANT FEATURES:



DR. PHILIP'S PIPE

- **Double Metal Radiator Rings at TOP of Briar Bowl—Draw Heat AWAY From the Mouth**
- **The Rings Hold a Changeable Featherweight CERAMIC Bowl That Absorbs Tars, Like a Nonburning Sponge—Smokes Cool, Clean, Dry**
- **In a Space Between the Briar and the Ceramic Bowls, Facial Tissue Paper is Folded—Takes up Condensation**

ALSO:

- **NO BREAKING IN!**
- **READY-MAKE CAKE!**
- **DOUBLE COOLING ACTION!**
- **CANNOT BURN THROUGH!**
- **FLAT BASE, WILL NOT TIP!**
- **FINEST QUALITY IMPORTED BRIAR!**

ONLY $5.00

(Each Pipe Comes With 4 Extra Bowls)

If not satisfied that this is the most amazing pipe you have ever owned, return within ten days and your money will be refunded!

ACE-HI PRODUCTS
Box 2730 Grand Central Sta., New York, N.Y. 10017

Enclosed is $..... for:

☐ Dr. Philip's Pipes @ $5.00 postpaid.
(4 extra bowls with each pipe)

Name .....

Street .....

City & State ..... Zip .....
(Sorry, no C.O.D.'s)

Coming Events

May 7: Steam-electric trip. Lv. Baltimore 9:20 a.m., M.U. equipment, via main line and freight only to Leaman Place; Strasburg Rail Road. Fare $10. Write NRHS Baltimore Chap., 1135 Evans Way, Baltimore, Md. 21206

May 13: Cass Scenic RR. double-headed Shays, picture stops, Write NRHS, Old Dominion Chapter, Box 8583, Richmond, Va. 23226. Trip may run Sun. 14th also.

May 13: Mich. RR. Club Special train to Tulip Festival. Lv. Detroit 8 a.m. via Grand Trunk and C&O RRs. for Holland, Mich., big parade, Dutch dancers, Fare $11.50 (kids $6.50) Write Mich. RR Club, 71 Bush St., Pontiac, Mich. 48053.

May 14: Steam in New Jersey, first trip of High Iron, Inc., Allentown and Bethlehem to Warwick via CNJ and L&HR using former CPR 1286. Fare $13.95. Write High Iron, Inc. 418 Catalpa Ave., North Plainfield, N.J. 07063. Trip may be repeated May 21.

May 20: Centennial Train Lv. Albany, N.Y. 9:15 a.m. thru the beautiful Berkshires to Boston 2 hour layover, photo stops, celebrates 100th anniversary incorporation of B&A RR. Fare $12.50 (kids $6.25). Write Harlem Valley RR Club, 44 Kinderhook St., Chatham, N.Y. 12037.

May 27: B&M Crazy Quilt, Lv Boston North Station, 8:30 a.m. Fare $10, Write Railroad Enthusiasts, R. P. Blodgett, Box 249, Malden, Mass.

May 30: Trolley trip on all Philadelphia lines. Write Gerhard Salomon, NRHS, 530 Cleveland St., Allentown, N.J. 18103.

June 1, 17 and 25: 26-day rail-boat tour from San Francisco and LA to Gaspe and Nova Scotia, 2-days at Expo-67 Montreal, Fare $1179 and up. Write Finlay Fun-Time Tours, 11306 Burbank Blvd, North Hollywood, Calif. 91601.

June 4: Street car trip of Philadelphia, first car a 1940 vintage, others 1947. Fare $5. Write Metro. Philadelphia Ry. Assn., 1323 S. 58 St. Philadelphia, Pa. 19143.

June 11: Steam, ex-SR 4501, Lv. Cincinnati 8 a.m., for Lexington, Ky. Fare $9.75 (kids $8.25). Write Cincinnati RR Club. Box 42213, Cincinnati, Ohio 45242.

June 17: Annual Reunion veterans of SA & AP ("SAP") at Yoakum, Texas. Write F. W. Ober, 3718 Drake St., Houston, Texas 77005.

June 18: rail excursion off the beaten track, B&O freight lines from Pittsburgh to Parkersburg, W. Va. Fare $12. Write Edward Wally, 43 Grant Ave. Etna, Pittsburgh, Pa. 15223.

June 18-25: Illini's trip Chicago to Silverton, UP's 8444 North Platte to Denver and return, a marvelous trip. Fare $185 and up. Write Illini RR Club, Box 62, Champaign, Ill. 61820.

June 18: Special train via Royal Gorge, Denver-Pueblo-Salida for FIB-ARK boat race. Lv. Denver 7 a.m. Write F. E. Long, 1531 Stout St., Denver 80217 or R. M. Wexler, M.D., 405 W 15th, Pueblo 81003 (Pueblo Society of Model Railroaders).

June 18-July 2: 4-RRs tour from San Francisco and LA to Grand Canyon and Mexico. Fare $520 and up ($490 from LA). Write Wampler Tours, Box 45, Berkeley, Calif. 94701.

June 25: Steam in New Jersey, ex-CPR 1286, Lv Elizabethport 8:35 a.m., Perth Amboy 9:10 (waits for mainline train), NY&LB to Red Bank, CNJ to Bridgeton, Consist includes ex-D&H diner, Fare $13.95 (kids $10.95). Write High Iron, Inc. 418 Catalpa Ave., North Plainfield, N.J. 07063. Trip may also run July 2nd.

June 25: Trolleyrama Day at Cleveland. Lv. Union Terminal 8 a.m., visit Columbia Park & Southwestern Ry trolley museum Olmsted Falls, one of the best in the country. Afternoon trip on CTS to Shaker Heights. Fare $9 (kids $6). Write George Badstuber, 21701 Maydale Ave., Euclid, Ohio 44123.

July 9: PCC Trolley Trip, Toronto, Canada. Photo stops and for lunch. Fare $3.75. Write Ernest Kovacs, NRHS, 416 Second Ave., Bethlehem, Pa. 18018.

July 9-30: Railfan tour, Europe, $829, incl. round trip air jet, hotels, most meals, all transportation in Europe, special trains. Visit France, Switzerland, Austria, Italy, Jugoslavia. Tour leader E.L. Thompson. Write tour manager, Olympic Airways, 647 Fifth Ave., New York, N.Y. 10036.

Aug. 6-17: NMRA Miami Convention. Dreamliner tour Garrett, Ind., Cincinnati, and Washington, D.C. Stopovers Atlanta, Williamsburg. Consist: privately owned sleepers, diner and lounge. Write R. P. Brinkman, 5740 Bloomfield Glens, Birmingham, Mich. 48010.

Aug. 20: Steam, ex-CPR 1286, Lv. Easton, Pa. 9 a.m., Bethlehem, Allentown, Jim Thorpe, Wilkes Barre. Photo stops, Consist incls diner, combo, coaches, obs. Write High Iron, Inc. 418 Catalpa Ave. North Plainfield, N.J. 07063. Trip may also run Aug. 20th.

Sept. 11-25: Illini Rail Tour of France and Germany ride famous trains, see the sights. Write Illini RR Club. Box 62, Champaign, Ill. 61820.

The Long Island Rail Road is offering 92 one-day tours. Write Tour Dept., LIRR Jamaica, N.Y. 11435.

The New Haven RR has 1, 2 and 3 day tours the year around. Write N.H. Tours, Grand Central Terminal. New York, N.Y. 10017.

Maupintour, Box 807, Lawrence, Kansas 66044, offers escorted Europe by Train, bus and steamer, 22-day tours with weekly departures, from New Yorks, $1238 up.

So far as we know, all of the tourist railroads we listed in May '66 are operating this summer.

The Delta Queen (only sternwheeler in regular service) has very attractive inland river cruises. E. Jay Quinby at the calliope. Write Greene Line Steamers, Inc., 381 Public Landing, Cincinnati, Ohio 45202, or E. 40 St. New York, N.Y. 10016. ●

CALIFORNIA ROSTER NOTES

(CONTINUED FROM PAGE 51)

never lettered Feather River Ry. Scrapped about 1957. It had 15"x20" cylinders, 40" drivers, and 170 psi boiler pressure.

(19) FR 5 was originally Hutchinson Lumber Co. 5, then Feather River Pine Mills 5, then FR 5. Scrapped about 1957. Had 12"x15" cylinders, 36" drivers, and 200 psi boiler pressure.

(20) FR 8 was originally C.D. Johnson Lumber Co. 8, then FR 8 (in 1963), then C.D. Johnson Lumber (Georgia Pacific) 06-021 (in 1965).

(21) FR 91, 191 were originally Polson Logging 91, 191, then Rayonier 91, 191, then FR 91, 191. Never lettered FR nor operated but were used for parts. Both scrapped in 1965. They had 13"x15" cylinders, 36" drivers, and boiler pressure of 200 psi.

(22) FR 101 was originally Hammond Lumber 101, then Georgia Pacific 101, then Oregon, Pacific & Eastern 101, then FR 101 (lettered OP&E).

(23) FR 102 was originally Hammond Lumber 102, then FR 102, then Ashley, Drew & Northern 102.

(24) MR 30 was sold to Rayonier, renumbered 203.

(25) MR 34-35 were originally Southern Pacific 5253, 5204, then MR 34-35.

(26) SP 5207 was bought by MR for parts and will be scrapped.

(27) P&SR 1 was sold to Southern Pacific, renumbered 1904; then sold to Pacific States Steel, renumbered 1904; then sold to Howard Terminal, renumbered 9.

(28) P&SR 2 was originally Lehigh Valley 61, then Rio Grande & Eagle Pass 10, then P&SR 2, then SP 1905, then Purdy Co. 1905. It is presently for sale.

(29) P&SR 3 was originally San Francisco & Napa Valley 50, then SP 206, then P&SR 3.

(30) P&SR 4 was originally Visalia Electric 501, then SP 1903, then P&SR 4.

(31) Quincy 2 has 16" x 24" cylinders, 44" drivers, and boiler pressure of 180 psi.

(32) SN 141 was sold to GE in trade for 202, overhauled, then sold to Springfield Terminal, renumbered 1.

(33) SN 147 was originally SF&NV 30, then SN 147.

(34) SN 301A, D were originally New York Ontario & Western 501, 502; then SN 301, 302, then SN 301A, D.

(35) SN 401-402 were originally Western Pacific 501, 502, then SN 401, 402.

(36) SN WP 801D was originally NYO&W 503, then SN 303, then leased to WP, renumbered WP 801D.

(37) Sierra 44 was originally Sharon Steel 2, then Sierra 44.

(38) ST&E 10 was originally Chicago, Burlington & Quincy 9121; then U.S. Army Quartermaster Corps?, then U.S. Army Transp. Corps 7196, then ST&E 10. Scrapped October 26, 1959.

(39) ST&E 11 was originally Savanna Ordnance Depot 05, then ST&E 11.

(40) ST&E 12 was originally Atchison, Topeka & Sante Fe 466, then ST&E 12.

(41) ST&E 22 was originally GE Nucleonic Project 339, then U.S. Army?, then ST&E 22.

(42) TS 735 was originally TS 135, then TS 735.

(43) TS 741, 742 were originally TS 141, 142. No. 741 was retired in 1966, sold to Preston W. Duffy & Son for scrap.

(44) Trona 53 originally SP 5249, then Trona 53.

(45) VC 3 was originally Garden City Western 101, then VC 3.

(46) YW 18-19 were purchased from McCloud River RR., same numbers.

(47) 602 was originally Bamberger 602, then YW 602.

(48) YW 603-604 were originally Northern Pacific Terminal 30-31, then YW 603-604. ●

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